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ELEVATOR IMPROVEMENTS AT GALVESTON.

The development of the port of Galveston, Texas, as a grain exporting point has been going on with accelerating pace during the past few years. To such an extent has her trade expanded, that many

Kansas and Nebraska wheat was the chief item. Galveston has, in fact, not only her own roads tapping directly the great southwestern wheat belt, but the Kansas City grain exporters have found it more profitable to handle their export trade through the Gulf outlets than through the Atlantic ports; so that the diversion of both wheat

exporters of Kansas City and the country shippers of Kansas and the Territories, than does Galveston.

This increase of business at the port has naturally stimulated the improvement of the elevators of Galveston to handle the enlarging floods of grain. Perhaps among all the improvements in this line



VIEW SHOWING THE IMPROVEMENTS MADE TO THE ELEVATOR OF THE TEXAS STAR FLOUR MILLS AT GALVESTON, TEXAS.
MACDONALD ENGINEERING COMPANY, Chicago, Engineers and Contractors.

grain men of the Northwest and of the Atlantic ports do not, we imagine, really appreciate the magnitude of the present business of that city and the trend of grain southward from Kansas City and the Southwest. In the ten months ending April 30 last, for example, the exports of this port increased about ten million dollars in value over the same period of the previous year, this increase being largely of grain, of which Texas,

and flour to the Gulf for shipment to Europe has of late been a quite appreciable factor in the export trade, as the transportation lines well know. Galveston receivers and elevators have done everything within reason to encourage this movement of grain in their direction by a liberal management of the trade; and it can be fairly said that no grain receiving point in the country stands in higher favor with the trade, especially among the

thus far made those by the Texas Star Flour Mills have been the most important. The fine illustrations on the first and second pages of this number will give an excellent idea of the work done, which has enlarged the capacity of the plant from 300,000 to 750,000 bushels.

The history of the Texas Star Flour Mills has been one of progress from the start. In 1884 the nucleus of the present elevator was erected and

put into successful operation. Then came the construction of the jetties, the deepening of the channel to deep water, and the opening of the port to the largest vessels in the mercantile service. Then came the pressure on the elevators to handle the grain that flowed in for export.

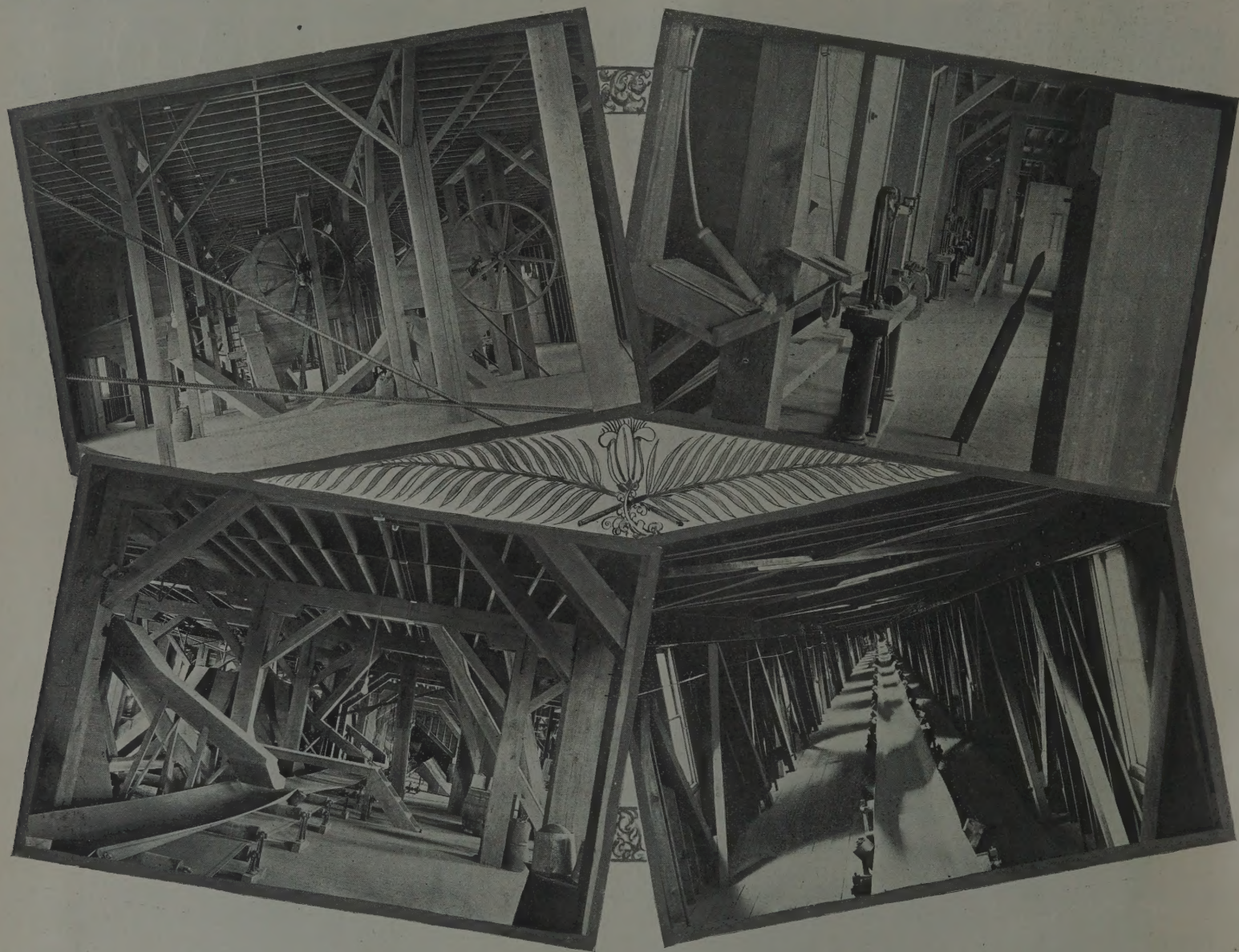
The contract for the enlargement of the Texas Star Flour Mills' elevator was let during last year to the Macdonald Engineering Company of Chicago, and covered stripping the old building of all its machinery; erecting an addition to the building of 350,000 bushels' capacity; and putting in an entirely new equipment of machinery, including shipping conveyors to the dock. This contract has now been completed; and the plant as

series of six 1,200-bushel hopper scales, supplied by the Buffalo Scale Company, have been added. Illustrative details of these changes will be seen in the group of pictures on the second page. The grain cleaning machinery of the old plant has been rearranged and improved; while the distribution of power from the main drive from the power in the engine-room is made by a complete system of manila rope transmission.

The name of Mr. J. Rymershoffer, president of the Texas Star Flour Mills, may be found at the head of every progressive movement in the city of Galveston; and the present improvement is but one more item of evidence that his interests, important as they are to the welfare of Galveston

ONE PIECE OF ASSOCIATION WORK.

Some time ago E. J. Smiley of Concordia, secretary of the Grain Dealers' Association of Kansas, filed a statement with the Board of Railroad Commissioners regarding the practice of the railroads in requiring a certain number of pounds' shipment in a car which necessitated loading it above the lining. Mr. Smiley asked to have the matter regulated. All freight cars are lined—that is, they are boarded up on the inside to a certain height. Below this lining the car is tight and secure, but if grain is piled above it there is a certain amount of waste from cracks in the car. Many cars have



Elevator Head Drive in Cupola.
Transfer Belt on Spouting Floor of Elevator.

Hopper Scale Floor.
Interior View of Shipping Gallery.

INTERIOR VIEWS OF ELEVATOR OF TEXAS STAR FLOUR MILLS, GALVESTON, TEXAS.

MACDONALD ENGINEERING COMPANY, Chicago, Engineers.

remodeled is one of the best equipped and most convenient elevators on the Gulf.

The receiving capacity has been increased to 100 cars per day of ten hours, three cars being unloaded at one time from the track immediately in front and under the shed of the elevator as seen in the first picture. The shipping capacity, loading into boats at the wharf at the extreme right of the picture, is 20,000 bushels per hour, through three shipping spouts acting simultaneously. The elevated shipping gallery is something over 450 feet long, running from the elevator to the dock and spanning two docks with their intricate system of railway tracks as well as one wharf slip; and then, turning at right angles, it extends parallel with the dock for a farther distance of 400 feet, the elevation being high enough to reach the highest vessel. Inside the building, a new and efficient system of belt conveyors for handling grain and a

as a grain market and exporting port, will always be, in the future, as they have been in the past, abreast of the times mechanically as well as meeting needs of the business of the port. Besides the general milling and rice business conducted by the Texas Star Flour Mills, a general shipping, public storage and transfer business is conducted through this new elevator.

Chicago receivers have been wondering where the stocks of winter wheat are being held. None had been received at the Chicago market up to July 9, a date about two weeks later than the earliest receipts last year. There was a great deal of conjecture on the Board over this unusual state of affairs, but none of the commission men were able to give any very plausible reasons why such a condition of affairs should exist.

had the limit raised by equipping the cars with new trucks. Many 28-foot cars have a marked capacity of 40,000 pounds with a load limit of 44,000 pounds. With these same cars the inside lining permits but 28,000 pounds. In some cases the railroad companies charge freight on the car capacity and it became necessary for the shipper to load the car above the lining or suffer the loss in payment of freight. Naturally the shippers objected to this and they put their complaints in definite shape through Mr. Smiley. The railroad board took prompt action to have the matter remedied. The Rock Island, through its general attorney, M. A. Low, has notified the board that it will accede to the request and base the freight charges on the lining capacity of the car. The other roads have not been heard from yet. The Missouri Pacific charges within 4,000 pounds of the car limit and the Santa Fe charges to the limit. With such

a tremendous crop of small grain in sight the matter is one of vital interest to shippers.—World, Hamilton, Kan.

DEATH OF LYMAN SMITH.

Lyman Smith died at Urbana, Ill., Saturday, July 9. His remains were brought to Chicago for interment, and the funeral was from the Woodlawn Park Presbyterian Church. He was born at Camden, N. Y., in 1825, and was rounding out his 73d year at the time of his death. He was an early settler in Michigan, and resided afterward in Kansas City and Chicago. His name is well known in connection with the steel storage and pneumatic transfer idea, in which he was a pioneer and for which something like a score of patents were granted to him. For many years he devoted his time exclusively to the development of the idea and doing missionary work in its behalf. He built the transfer barge "Cyclone" and took it to Buffalo to show what could be accomplished by the principle of pneumatic transfer. He had a large acquaintance throughout the country with railroad and business men, and was for some years a familiar figure in Washington.

THE RATE LEAGUE OF IOWA.

The Rate League of Iowa publishes a paper, the Rate Review, devoted to the solution of the question, "What are we going to do about it?" That is, "about putting Northwestern Iowa on the map," from the point of view of railway rates. From a recent issue of the Review we take the following, relative to the objects of the League:

"Complaint against organized capital will not be heard from this league. Railways are public highways and can only be constructed and maintained by such capital.

"Fair return upon capital actually invested for the public use is but reasonable, and sensible people who want to do right expect to pay fairly for what they get.

"The usual sneering chorus against 'raids on invested capital' might therefore as well be omitted in considering this organization, by the advocates of existing conditions.

"The wrong that it is proposed to right is discrimination against Iowa's interests. It is proposed to make such clear statement of the grievances complained of that all can see the justice of our demands.

"If a railroad is a public highway where each commodity is charged for, the service rendered upon the principle of taxation, i. e. in proportion to the value of the service to that commodity, it follows that discrimination in making any commodity pay more than its share of the common burden of maintenance is unlawful. Expressing this thought, section 3 of Interstate Commerce Act prohibits any undue or unreasonable preference or disadvantage to 'any particular description of traffic in any respect whatsoever.'

"The question, then, is simply this: Can the toll gatherer on a public highway take from one more than he should pay, if all other travelers were made to pay what, rightfully, they should, though those others refuse to pay what they ought?

"Each year a railway must raise a given amount of money. In illustration, the Milwaukee road, for the fiscal year ending June 30, 1897, had a total income of \$30,687,245, of which \$22,196,934 was derived from freight. That is, the tonnage of that year had to pay more than \$22,000,000. If 'articles of commerce generally' are hauled too low, clearly, to make up that \$22,000,000 the other articles must not only pay their share, but the deficit unpaid by the favored articles.

"This League insists that such exacting is not only wrong but unlawful."

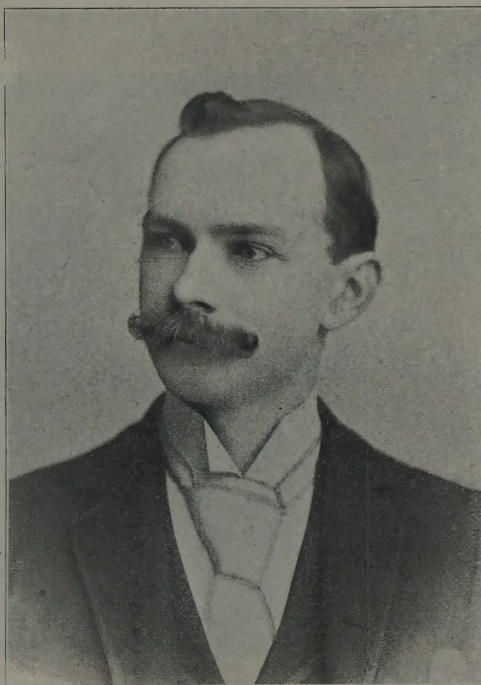
Kansas City received its first wheat of the season on June 18. The shipment embraced 5 cars from Southern Kansas and Oklahoma. One car graded 59 pounds No. 2 red, two cars 58½ pounds No. 3 red, one car 58 pounds No. 3 red, and one car 56 pounds No. 3 red.

ALBERT T. FERRELL.

It is an incontrovertible fact that at the present day the launching of a new business venture and its successful establishment on a good paying basis is far from being an easy undertaking. Such an achievement has been accomplished, however, by the enterprising firm of A. T. Ferrell & Co., manufacturers of the "Clipper" Grain, Seed and Bean Cleaners at Saginaw, Mich.; and we present in the accompanying illustration a likeness of the resident and managing member of the firm, Mr. Albert T. Ferrell.

Mr. Ferrell is a native of the Buckeye State, having been born at Shiloh, Ohio, thirty-five years ago. His parents still live at that place. He attended the public school at Shiloh, and later received a thorough business education in a private institution.

He began his mercantile career as a clerk in his father's store, who, besides conducting a hardware business, was associated with J. E. Smith, the inventor of the clipper, in the grain trade. As a large part of the work of handling the grain was



ALBERT T. FERRELL.

turned over to Mr. Ferrell, he became acquainted with the demands and the needs which this department of the business entailed.

It was not long until he became a partner with his father, but sold out later to purchase the rights and interest of the Clipper Mill. In this enterprise he was associated with Messrs. Prame and Ozier, under the firm name of Ferrell, Prame & Ozier. The business was continued for two years at Shiloh, Ohio, when the increased trade demanded better facilities for manufacturing and shipping, and the plant was removed to Saginaw. It was not very long ago that Mr. Ozier, wishing to retire from the firm, sold his interest to Mr. Ferrell, and the firm name was changed to A. T. Ferrell & Co.

The company now claims to have one of the largest and best-equipped factories for the manufacture of cleaners in the country. Under the active management of Mr. Ferrell, the business has increased every year, and this fact attests the merits of the machine and also the business methods which the firm employs.

In regard to his personal characteristics, Mr. Ferrell is known as an agreeable gentleman whom it is a pleasure to meet. He is a shrewd buyer and, being a master of the various details of the business of which he is at the head, conducts the affairs of the firm in a rapid, skillful manner. The other member of the company is F. J. Prame

of Shiloh, Ohio, a well-known and successful business man, who served four years with credit in the civil war.

BETTER WEIGHTS AT TERMINALS.

The Illinois Association has certainly done much to improve weights at terminals along with its other work. In a recent interview L. B. Probasco of Bloomington said: "The State Grain Dealers' Association has accomplished a great improvement in the elevator weights of grain in market cities by protesting against the excessive shrinkage the past few years. The constant agitation of the matter, the improved equipment put in at public elevators and the competition of Eastern cities against the Chicago markets have resulted in a much less shrinkage of grain shipping. And still the protesting continues. Buffalo has about the best reputation, in the country for fair weights and small shrinkage. There is but about 100 pounds loss on a car in shipping there. Five or six bushels, the usual amount of shrinkage by Chicago elevator weights, is too much. New Orleans weights are still worse than Chicago. Whatever is saved in this shrinkage is ultimately saved to the farmer who sells the corn, for grain men are compelled to buy so, as to cover all expenses and losses. Closer weights and less shrinkage must come along with the smaller margins and stronger competition of the present grain trade."

THE FLAXSEED CROP OF 1898.

The high price of flaxseed has caused a material increase in the acreage planted for 1898, which is now estimated at over 300,000 acres in the eight states of Minnesota, the Dakotas, Wisconsin, Iowa, Missouri, Nebraska and Kansas, where the great bulk of the crop is now grown. The crop of 1897 is estimated at 13,433,000 bushels on an area of 1,393,300 acres. At the average of 9.64 bushels per acre, the production of 1898 would be about 15,500,000 bushels, the general condition up to July 10 being quite as promising as in 1897.

The production of flax has been increasing quite rapidly of late in the United States, as is indicated by the following statement of receipts at principal points:

	1894-95.	1895-96.	1896-97.
Chicago.	4,342,000	9,441,000	8,829,000
Duluth.	685,000	5,476,000	7,018,000
Minneapolis.	528,000	2,225,000	2,101,000
St. Louis.	377,000	552,000	709,000

The visible supply at August 1, 1897, was about 2,500,000, with an equal amount invisible in the hands of crushers and as seed, while now it is estimated that not over 1,500,000 bushels will be visible August 1 next. With an estimated consumption of 15,500,000 bushels, there will not be a much greater amount for export than in 1897-98, to wit, 257,228 bushels for the eleven months ending with May, 1898. European imports January 1 to June 4, 1898, were 1,682,000 bushels, none of which is credited to the United States.

In former years the United States imported seed quite largely, but now the tide is the other way, although last year's export operations (for eleven months named) were but small as compared with exports of 4,319,474 bushels in the same months of 1896-97. America, however, barring Russia, still leads in the production of flaxseed, the American seed crop being, in fact, far more valuable than our imports of linens. It is doubtful, in spite of the excellent fiber grown in Oregon and Washington, whether the plant will soon be grown in this country for fiber, the processes necessary to prepare the fiber for market being exceedingly disagreeable and distasteful to the American farmer. At any rate, Russia, Germany and Belgium, now the chief sources of fiber supply, will hardly be likely to have American competition in that line worthy the name for some time to come.

The first full cargo of new Maryland wheat was received at Baltimore, Md., June 27. It graded No. 2 red, and sold at 86 cents per bushel.

RUBBER FROM CORN.

Samples of the new rubber substitute made from corn have been shown on the market. It is made from the oil derived from corn, and by vulcanizing it in connection with an equal quantity of crude India rubber, a substitute is produced which, for certain purposes, is equal to the best gum rubber at a greatly lessened cost. The new corn rubber is claimed to possess all the essential qualities of Para rubber, including resiliency, and the discovery has been hailed with delight in the corn growing states of the West. The manufacturers claim that the fact that corn oil does not oxidize readily makes this product of great value, since it is not affected by oxidation, so that products manufactured from it will always remain pliable and not crack as those made from other substitutes. This interesting substitute for rubber is very dark brown or black and it easily rubs off in light brown rolls. It is at present sold as low as six cents a pound.

MONTREAL'S NEED OF GRAIN FACILITIES.

Elsewhere we publish brief editorial comment from the Montreal Trade Bulletin pointing out the need of better facilities at Montreal if she is to retain her grain trade. A late issue of the Herald of that city contains a long editorial reviewing the condition of the harbor, and urging the necessity of modern improvements. After calling attention to the advantages of Montreal from its position at the point where inland and ocean navigation meet it proceeds to say: "It can never be lost sight of in connection with the harbor improvement question that Montreal forms only a link in the chain. Grain intended for Europe is billed through, as a general thing, from Chicago, Duluth, or Fort William to Liverpool, or whatever other port may constitute the European destination. All charges from elevator to elevator have to be considered. The elevators at Chicago and Duluth are of the best. The elevators at Buffalo must be good or they could not do the work for an eighth of a cent; the great lake steamers built for the trade are now carrying grain between the two points as low as half a cent a bushel for actual carriage; the loading and unloading facilities are up-to-date at both places, so that there are no delays to the ships; the railways between Buffalo and New York are as good as any in the world, and the same may be said of the terminal facilities in New York. As opposed to this we have to use smaller vessels on the lakes on account of the Welland Canal; we have to put up with grain entering Montreal in barges of 15,000 bushels; we have to bear with numerous delays and inconveniences which are costly in the extreme."

After touching on the fact that in spite of these disadvantages Montreal continues to be a factor, it says: "Montreal cannot afford to disregard the fact that her shipping facilities are a long way behind the times in this age of competition. The steamer Superior City loaded 266,500 bushels of grain at Chicago the other day in seven hours, while at Duluth they have loaded 185,000 bushels into a ship in 180 minutes, or three hours. The best work ever done in Montreal was to load 160,000 bushels into the Montcalm in 26 hours, and this was an extra effort accomplished by the employment of the best of the floating elevators. The floating elevators here are supposed each to have a capacity of 4,000 bushels an hour, but, according to all accounts, they cannot average, so far as the ship's time is concerned, much better than 1,500 bushels an hour, so that the utmost average capacity, using four hatches where that is possible, would not exceed 10,000 bushels an hour, or one-sixth of the Duluth record.

"But the best evidence that the Montreal elevator system is not up to the times is to be found in the perusal of the report issued by Mr. Patterson, of the Board of Trade, in 1876, which describes with an accuracy that is painful to a present-day reader exactly the system that is still in vogue, the elevators having then, as now, a stated capacity of

4,000 bushels an hour. At that time the charge from Chicago to Port Colborne was from 3 to 4 cents. From Port Colborne to Kingston cost another 3 to 3½ cents in those days, and from Kingston to Montreal in the same barges of about 12,000 bushels' capacity, another 3 cents. The whole trip to Montreal cost from 9 to 11 cents a bushel. Now all the conditions but two have changed. The Canada Atlantic Railway carried grain from Chicago to Montreal this summer for 3½ cents a bushel, exclusive of floating elevator charges. But it came down from Coteau in the same small barges and was handled by the same elevators described in Mr. Patterson's report of 1876."

AN ELEVATOR AT DELAVAN, ILL.

In the average Illinois mind, the word "Delavan" somehow conjures up not so much the picture of a town as it does the idea of an abundance of corn. The truth is, Delavan, Tazewell County, Illinois, situated on the C. & A. and P., D. & E. railroads, is a thriving town of 2,500 people, located right in the heart of a famous farming district, where great corn crops have for years been almost proverbial, especially since the lands have been tile-drained and thoroughly improved; so that Delavan has be-



ELEVATOR AT DELAVAN, ILL.

come famous as one of the best market towns of Central Illinois.

Our illustration of the elevator of Mr. E. M. Wayne of Delavan, on this page, shows a typical Illinois country elevator of the better sort—nothing fancy, but just a good, commonsense house. It has storage capacity for 30,000 bushels, with crib room outside for another 30,000 bushels. The elevator is equipped with wheat cleaner, corn sheller and cleaner and suction fan for removing dust; three dumps, two elevator legs, hopper scales, and a 25-horse power steam engine, located in a separate building, situated thirty feet from the elevator, power being transmitted by shaft. Cobs are carried away from the sheller by a belt conveyor to the cob storage over the engine room, while a 10-inch iron pipe extends from the elevator to the cob house to carry off the dust from the grain cleaning machinery and the elevator generally, the dust and cobs being burned under the boiler. The wholesome character of this arrangement will be apparent without further details.

Mr. Wayne has just completed an elevator at a new station called Klondike, six miles from Delavan on the St. L., P. & N. railway, with capacity for 25,000 bushels, to be operated in connection with the Delavan house, with which it is in communication by private telephone wires. This new house is 28x30 feet in size and 70 feet high, with engine room 7x14 feet in size. It has two dumps. The machinery is operated by a 16-horse power New Era Gasoline Engine.

THE ADVANTAGE OF ASSOCIATION AND THE GRAIN MAN AS A FACTOR IN TRADE.

[A paper read by Allen Logan of Kansas City, Mo., before the Inter-State Grain Men's Convention, at Omaha, Nebr., June 17, 1898.]

The benefits to be derived from a membership in our grain associations are both varied and numerous. Our meetings are the most pleasing feature and do much to draw us closer together and promote the general health of our organization. They enable us to enjoy all the practical blessings of social intercourse, for through this medium we are permitted to visit our old friends and patrons and are given the opportunity to become personally acquainted with many grain men we have previously known only by reputation. Since Adam was created man's greatest happiness has been derived from the companionship and society of his fellow beings, and I feel confident that every man in attendance at this joint meeting is experiencing an intense sense of gladness resulting from the fact that he is allowed to be with us to-day. Our interests are identical, our motives are the same, and we should endeavor to make each meeting a social jubilee by putting aside all form and convention-

ality and be governed by that intimate relation and unanimity of feeling that is unconsciously developed by a natural bond of sympathy which dominates the impulses of men in similar business pursuits.

The grain trade is based on integrity and the highest personal honor in our dealings must be maintained to sustain the dignity of our Association. The members at the city market must be above suspicion in the country, and they are certainly worthy of the most complete confidence, for they honor drafts for thousands of dollars day after day without question, depending entirely on the integrity of the shipper. There is no reason why the country grain man should look on the city dealer as an enemy. Our interests are not antagonistic but are mutual. Through us you can accomplish ends that would be impossible without our coöperation, and you in turn can serve us where we would fail. We know the prosperity of the city is dependent on the patronage of the country, and we appreciate the fact that the city grain man depends on the country shipper for his living. We are glad to acknowledge the debt, and it is our ambition to discharge the obligation by giving you the best service of which we are capable. We desire above everything to join hands with you in a fraternal spirit, promising the devotion of our best energies for the promotion and protection of your interests in every transaction. We belong to your Association because we desire to be with you in action as well as in spirit, and because we are willing to

let the rules which govern you be the common rule of all. We are branches of the same tree and should work together like the muscles of a healthy man. Give us the benefit of your knowledge in the country, and when the scoop-shovel man appears in your territory, let us know his character in order that we can protect ourselves from loss by refusing to handle his business. We will unite with you in an effort to rid the country of this pest who, so long as he exists, is a continual menace, endangering the vitals of the trade.

The city receiver is always ready to defend his customer when he has a grievance. He stands ready to make your fight on short weights a personal one and he will do what he can to make the railroads responsible for your grain while on track at the primary market. Help us to reduce shortages to a minimum by looking after the coöperation of your cars carefully and personally, and when we have disagreements let us arbitrate our differences in a friendly spirit, and with the dismissal of the case let us shake hands and dismiss the enmity between us. Let us not degrade the dignity of the grain trade by allowing selfish and individual desires to control our actions for the accomplishment of personal ends, but keep steadily in view the prosperity, honor and preservation of our organization. Then we can command consideration and respect from the greatest commercial interests of the land and exert a gratifying influence over them. Let each of us become a pillar of strength to uphold and elevate the character of our institution. Let us maintain our integrity above all things and respect each other's rights and feelings, for neither business nor social relation can be sustained without confidence and consideration as a basis.

We must incorporate our personal energies in a supreme effort to promote and protect each other's interests in the city and in the country. Mutual and unimpeachable confidence is absolutely essential, and when combined with good fellowship it guarantees the stability of our organization and goes far to insure our complete success in the accomplishment of our desires. By working together in perfect harmony we can overcome any evils that may threaten us and preserve that which belongs to us. By unity of effort we can increase our power and influence year after year until the fame of our Association will no longer be hampered by state lines, but will break her bonds and penetrate the unlimited territory of the great West. By union we can oppose most determinedly and effectively any project which seems inimical to our continued prosperity, and eliminate undesirable conditions from the grain trade and obtain concessions from other organized or incorporated bodies.

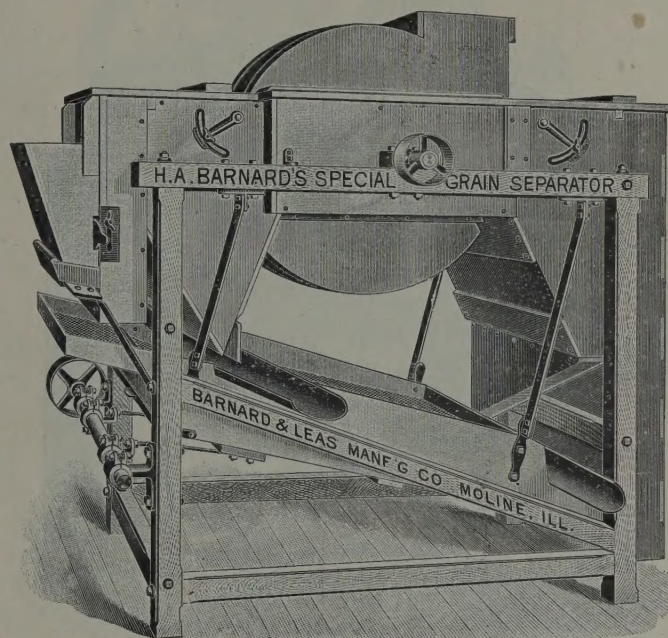
The only criterion of justice of any claim is the ability to enforce it, and the only way to accomplish desirable ends is by strengthening our position by deliberate and united effort. Had it not been for the union of the states we would not be living under the flag of the greatest nation of the globe to-day. It was through the union of the colonies that America was enabled to defeat England in 1776 and obtain our independence. It is the maddest folly for a grain man to assert that he can derive no benefit from a membership in a grain association. Similar interests in all branches of trade and every class of society are associating themselves together to promote their enterprises. Shall the grain man compete single-handed against the unions of organized trades? Shall he remain a mere pigny in the commercial struggles of the world when his business is the first in the country? I say, No—a thousand times, No. Let us take our proper stand at the very front, for the proportions of the grain traffic are unequalled by any other branch of trade, and there are no other commodities that are in such universal demand as ours or of such vital importance. The mental and physical forces of humanity are dependent on us for sustenance. We collect and distribute the most important food product of the universe, and I venture to assert that there is not a city under civilized dominion to-day that is not feeding her popu-

lation on the products of the Western grain man. There is no doubt in my mind but that the bins of the great nations of the globe at this moment contain thousands of bushels of grain from the great states of Kansas, Iowa and Nebraska. The wheat that you ship from your bins to-day may be in transit to-morrow to the most remote mercantile cities of civilization. The grain men of America have responded to the appeals of their fellow beings across the seas and are filling the starving mouths of the world with bread. The governments of the great nations of the globe have elected gold and silver as the standards of value and mediums of exchange, but the recent prices of wheat have clearly demonstrated that the owner of grain holds the balance of power in his hands, and the value of money fades away into insignificance when hunger enters the arena. Good crops chase away the phantom of hard times and usher in an era of prosperity. Money is easy where grain is plentiful, and when wheat begins to move an electric current of energy flashes through the sluggish branches of trade, and the world wakes up with a start. Her dormant forces are stirred into fierce activity and the gigantic engines of commerce tremble with renewed power. The mails are

BARNARD'S SPECIAL GRAIN SEPARATOR.

In the construction of the new separator shown in the accompanying cut, the builders, the well-known Barnard & Leas Manufacturing Company of Moline, Ill., have gotten up a machine especially designed for warehouse and elevator use, in which they have embodied some new and unique features. In the first place, the point where the grain enters the machine is low, enabling the elevator to spout to it from any of the bins. In the second place, it has a new and non-clogging feed device, which spreads the grain into the air-separating trunk in a shower instead of the familiar flat stream.

The scalping sieve is located immediately above the main sieve, and is provided with a section of finer sieve at the lower end, upon which the screenings from the first air separation are delivered, separating the screenings from the straws, etc., and delivering them clean on one side of the machine, while the straws, etc., pass off on the other side with the rough stuff from the scalping sieve. The arrangement of the shaker causes the grain to travel very rapidly over its surface, so that the stream of grain is very thin, consequently



BARNARD'S SPECIAL GRAIN SEPARATOR.

too slow, so the network of telegraph wires from ocean to ocean is set afire with rush messages directing the flood of golden wheat that is rushing along the steel arteries of traffic to the great elevators of the primary markets.

The railroads are our trade sinews and Kansas City rejoices in her superior strength. The ponderous muscles of her steel horses are being lubricated and the freight equipments of her many lines are being amassed on the sidetracks ready to be set in motion in the next few days. Every facility will be taxed to the utmost in a vain effort to handle the ocean of wheat which will flow in like a deluge and overflow our great bins, blockade our tracks for miles and still continue to come with unabated steadiness.

If Kansas City handles more wheat this season than ever before, the roar of business at our Board of Trade will be but the reflection of the energies of our customers in the country. The wave of Western prosperity must flow through the trade channels of Kansas City and then to all the world. Kansas City is the market of the West. She is nearer to you than any other, and you have made her what she is. Kansas and Kansas City have stood together in adversity and are united in prosperity, and if we will join hands and take up our standard of union under the broad principles of perfect equality, and put wisdom, prudence and integrity at the helm of our Association, we will be guided through the open and unobstructed avenues of honor to a haven of unparalleled success.

the impurities are the more readily discharged. The settling chambers in the two air separations are very large and deep, allowing the air currents to be used very strong without wasting through the fan.

One result of this newer form of construction is that the capacity of the machine is very great in comparison with its size, making it easy to locate in the average elevator. Easy to spout into, as said above, it is also light running, strong, durable, efficient, and can be driven from either side, while all the parts are easy of access. The fans also are reversible to blow in either direction without changing the holes in the center of the fan drum. All sieves are adjustable, one being furnished with each machine, and others supplied as desired.

This separator is made in eight sizes, ranging from a capacity of 35 to 100 bushels per hour, according to size of the grain, up to 750 to 2,500 bushels per hour; the first, occupying a floor space of 3 feet 7 inches by 6 feet 7 inches, grain entering at a height of 5 feet 4 inches above the floor, and the last occupying 7 feet 2 inches by 11 feet 6 inches, taking grain at a height of 7 feet 7 inches.

The builders will gladly furnish further information to all inquirers.

Western railroads have been offering low rates to harvest hands on account of the reported lack of sufficient help in Kansas and Oklahoma to harvest the wheat crop.

THE MONITOR DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR.

But few machines have ever been put upon the market which have had a more marked success than the Monitor Dustless Warehouse and Elevator Separator, manufactured by Huntley Manufacturing Co. of Silver Creek, N. Y. In construction this machine is a radical departure from the standard lines of other grain separators. Instead of the single fan idea, the Monitor is equipped with two fans, so arranged as to obtain a perfectly equalized suction. This construction is briefly described by the makers in their description of the machine, by saying:

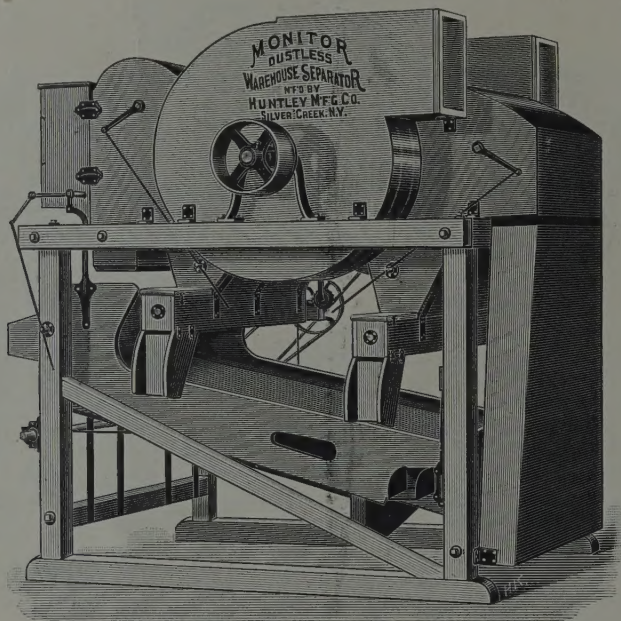
"We do not for a moment despise or belittle sieve separations, for our Monitors have a large sieve surface, but arranged differently from other machines; but every user of a separator is fully alive to the fact that the separations made by a thoroughly controlled air current are the most satisfactory. Such were our impressions when the idea of the Monitor was first conceived. We found, by carefully studying all the different types of separators, that the universal principle was, sieves and

capacities ranging from 50 to 3,000 bushels per hour and occupying a floor space of 2 feet 5 inches by 4 feet 1 inch, up to 7 feet 1 inch by 9 feet 3 inches, taking grain at heights ranging from 4 feet 11 inches up to 8 feet 8 inches.

The builders have been selling this machine for the last ten years, each year adding to it such improvements as experience has dictated, and they claim that during the past seven years a very large proportion of the leading cleaning elevators built in the United States have adopted the Monitor cleaners. They invite correspondence.

COLLAPSE OF THE BUFFALO POOL.

The elevator pool at Buffalo has finally collapsed, and transfer rates at the "Electric City" have declined from $\frac{7}{8}$ cent per bushel to $\frac{1}{8}$ cent. To all appearances the hole in the pool is so wide that no new agreement will be possible, at least for this season's business. J. J. Hill, with his new "Great Northern" steel elevator, insists that he is the "farmer's friend" who has broken down this great and rapacious monopoly; and if it be true that the "Great Northern" can actually handle grain at a



THE MONITOR DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR.

screens of the greatest importance, air separations a help, but a secondary consideration. We reversed this and made air separations of the greatest importance, and sieves a help, but a secondary consideration."

In operation the grain is drawn from a spout into the hopper to the automatic feed, having a regulating valve to give a positive feed at all times. The grain is drawn first into the first suction-leg in a thin sheet, where light impurities, dust and a large portion of the chaff are separated and dropped out of the first separating tip. Then the grain drops upon and is evenly spread over the whole width of the scalping screen, which throws off the coarse foreign matter. From this screen the grain passes over a screen the entire length of the shoe, under which is a cockle screen to remove cockle, sand and other small seeds, etc. Then it passes to the last leg, in which a complete separation is made of the remaining impurities, the grain dropping down at the bottom of the leg, while the remaining impurities are dropped into the second tip. The sieves are adjustable to the shoe and can be changed while the machine is in operation. Under each tip is a conveyor to remove foreign matter deposited therein, passing out through an automatic valve which prevents entrance of air to affect the positive and even suction. The fan shaft can be driven from either side, while the width of the screens in the suction-legs gives perfect separations. Four distinct air currents act on the grain. The machines are built for

profit at the new rate and at the same time reduce insurance charges by 90 per cent, there is no reason to expect the present unhappy condition of the trust will be soon, or, indeed, ever, changed so long as Mr. Hill's Great Northern is satisfied with the existing war rates. It is, however, claimed by other elevator men than those at the Great Northern, talking to local reporters, that of every \$250 earned by the elevator at present rates \$200 go as "unearned increment," or velvet, so to say, to the receiver who sends the elevator the business—a parasitic rake off hardly more defensible (if it be really taken) than the trust's own recent parasitic exactions over and above its legitimate tolls, and quite as detrimental to the honest management of the transfer business.

The breakdown of the trust, with lake freights Chicago to Buffalo $\frac{7}{8}$ cent and elevator charges only $\frac{1}{8}$ cent, gives the western farmer the cheapest transportation on record, being only $2\frac{1}{4}$ cents Chicago to tidewater.

The total amount of digestible matter in corn at different stages of growth, according to the Canadian experiments, is as follows: Beginning with tasseling, one ton of corn plant contained 186 pounds of digestible material. When the corn was in the silk, it contained 211 pounds, in early milk 256 pounds, late milk 286 pounds, and when the ears were glazing 359 pounds. It is concluded, therefore, that the corn should be cut about the time it is beginning to glaze.

WHY WE SHOULD NOT BUY GRAIN FROM TRACK LOADERS.

[A paper read by Edson Gregg of Kansas City, Mo., at the Inter-State Grain Men's Convention, held at Omaha, Nebr., June 17, 1898.]

The subject upon which I have been requested to write is of such wide scope that I fear it is impossible to do justice to the occasion without rendering myself tiresome before this Association, the members of which are so eager to finish business and feast their eyes on the beauties and grandeur of the great and wonderful "Trans-Mississippi Exposition." Consequently, it has been my endeavor to prepare this paper with the idea of brevity constantly in mind.

The subject naturally suggests another one, viz., Why should we deal with scoop shovel manipulators while there are elevator firms and regular dealers at every shipping station in the great grain belt of this magnificent country? There are certainly enough legitimate firms in business to buy all the grain to be marketed in this country and sell and ship to the millers, commission houses, exporters and consumers. I consider a buyer of grain or a commission house who knowingly buys and receives grain from so-called track loaders just as much a scalper as the country track loader who buys grain at a loss for himself and never permits anyone else to earn an honest dollar. I believe the various grain associations throughout the country are doing effective work in driving out the track loaders; and I hope the end will prove not only good riddance to the country of peace disturbers but also to dealers in the terminal markets.

The millers and exporters and their numerous agents, as well as the commission houses, should soon be taught that their transactions must be confined exclusively to one class of trade or the other—to the scalpers or to the legitimate trade, and positively not to both. Let the situation be framed into this condition of affairs, and the question, "Why We Should Not Buy Grain From Track Loaders," would be an easy one to answer. The principal reason would be, under such conditions, that scalpers would soon be things of the past, and, so far as I am concerned, that time cannot come too quickly. Show me a firm who is constantly encouraging scalpers and buying from them, and I will show you one which is at all times in trouble and not making office expenses. Such results alone are most excellent reasons why scoop-shovel speculators should be let severely alone. It is not my purpose to suggest preventives against these barnacles, but I hope and trust the secretaries of the various associations, by their combined efforts and influence, will soon be in position to prescribe such means as will prove so completely effective that there will be only one answer to "Why we should not trade with scalpers."

I want to put myself on record by declaring that whenever the firm which I represent knowingly bids or buys grain from a country scalper and does not desist upon information and requests of a legitimate dealer, then and there do I and my firm deserve the desertion of every legitimate patron enrolled on our books. Track loaders are "birds of a feather." Here to-day and there to-morrow, but most generally nowhere, especially when they sell grain and the market goes up before it is delivered. In such cases, the commission house or buyer is compelled to resort to buying grain from reliable regular dealers to fill his contracts; and thus another instance where Mr. Trackloader has duped his victim and again, as usual, taught him why he should not trade with any but regular grain dealers.

Track loaders as a rule are a class of men who imagine (until they try it) that there is a fortune in store for everyone who embarks in that line of business; consequently they try the experiment, most generally without capital. They buy without regard to the real value of the grain in hopes of the market going higher and letting them out with a small profit, or at least even. As a rule, fate does not serve them kindly, and not until a crop is almost exhausted do they discover their fondest hopes

blasted and themselves in debt to every bank and commission house who foolishly honored their drafts. And thus another object lesson why we should not deal with track loaders.

When the grain men of this country make up their minds to positively refuse patronage of firms who make a practice of bidding or receiving grain from scalpers, then you will see a time when such firms will be forced to confine their transactions to the legitimate trade or get out of business. When that time comes, everybody will fully realize why they should not bid for or receive grain from track loaders.

I have the following verses dedicated to a Mr. McDuff, manager of a St. Louis commission firm, who was induced to handle some grain shipped by a scalper who previously worked on a farm and left it to embark in the grain business—track buying, of course. They run as follows:

He quit the farm and plow, too,
And bought a shovel and a sheet,
Thinking they would surely do
To drive grain men from the street.

A brother farmer came to town,
And sold his crop very quick,
To that sucker and the clown
Who'd show the grain men a trick.

This crop the farmer hauled
And sucker shipped away;
The buyer was appalled,
At the over-draft one day.

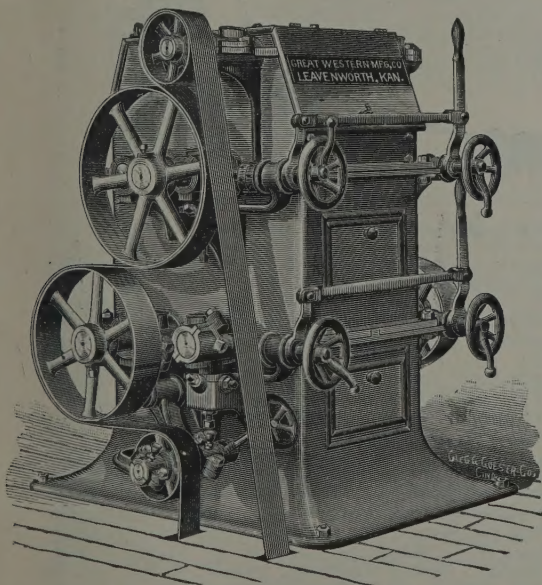
The deed done; it was too late;
His money had gone to pot;
The buyer had met the fate
Of the scalper's happy lot.

"Kill me dead," the buyer cried;
"I'm sucker instead of him."
When he shipped that stuff he lied,
And on me he's got the grin.

"I'm looking now for grain men;
Of scalpers I've had enough.
If one sells to me again,
Then my name is not McDuff."

THE GREAT WESTERN FOUR AND SIX ROLLER CORN AND FEED MILLS.

The economy of placing two or more pairs of rolls, one above another, in a single frame, for reducing all stock on which continuous grinding is admissi-



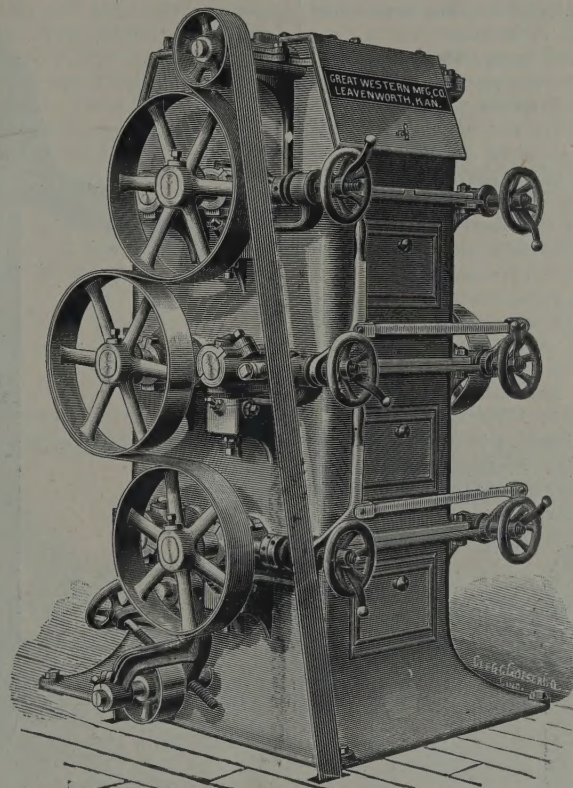
GREAT WESTERN FOUR ROLLER CORN AND FEED MILL

ble, is now recognized and appreciated by all who grind meal or feed of any description. The real value of mills thus arranged, however, depends very largely upon their substantial construction, method of driving, convenience of adjustments and perfection of all mechanical details. The elevator man or operative who, through inexperience, puts in a machine lacking any of these essential qualifications, will soon regret their absence.

A profitable and almost necessary adjunct of many modern elevators is the feed mill, and two popular machines for these plants are the Four Roller and Six Roller Feed Mills which are made

by the Great Western Mfg. Co. of Leavenworth, Kans. Illustrations of both mills are given herewith.

A novel feature of their construction consists of each pair of rolls being placed in a section of the iron frame, which is removable and interchangeable. This permits of easy removal of the rolls and also of the conversion of a four-roller into a six-roller mill, thus adding to the capacity without increasing the floor space. These mills are driven by two belts and hence have no noisy gearing. Each belt is provided with an adjustable tightener working on the slack side of the belt. Every mill is



THE GREAT WESTERN SIX ROLLER CORN AND FEED MILL.

provided with an automatic shaker feed of the latest improved pattern, made by the Great Western Mfg. Co.

The four-roller mill is admirably adapted for grinding coarse or fine feed, mixed feed, corn meal or Graham flour. The six-roller mill has considerably greater capacity and instead of two reductions it makes three without re-elevating the stock. Both styles of mills are made with rolls 7x14, 7x18, 9x18, 9x24 and 9x30 inches and their capacities, etc., vary correspondingly.

AN ELEVATOR ON WHEELS.

A novel railway cargo started from Wellington, Kans., some days ago, bound for Riverdale, on the Rock Island road, said cargo being none other than a grain elevator. The elevator having been unused for some time, it was loaded on a flat car, the office, scales, etc., on others, for removal; and then all track obstructions likely to come in contact with the building having been removed, the train moved at slow speed to the new site of the elevator. The transfer was apparently entirely successful.

Arbitration, in grain trade nomenclature, has been advanced to the position of a very important word. The place held by a member of the arbitration committee on boards of trade is by no means a sinecure, and he must frequently use his best judgment in deciding knotty problems. It is rapidly becoming customary, however, and it is without doubt a very wise procedure, for grain dealers at large to submit their difficulties to third uninterested parties for adjudication, and to abide by such decision. In this manner business is facilitated, no great expense is incurred, and no lasting feuds entailed.

THE GRAIN TRADE AND ELEVATORS OF MINNEAPOLIS.

The receipts of grain of all kinds in Minneapolis during the year 1897 amounted to 100,152,640 bushels—more than a hundred million bushel-baskets full! It would take you more than four years to count them, working ten hours a day, every day in the week, including Sundays and holidays.

The increase in wheat receipts over 1896 was 3,232,660 bushels; in corn, 2,762,470 bushels; in oats, 5,660,980 bushels; in rye, 368,500 bushels; in barley, 533,650 bushels, and in flax, 1,542,630 bush-

els. The shipments of wheat were 12,175,370 bushels, as against 9,350,190 bushels in 1896. About 3,500,000 more bushels of wheat were ground in the Minneapolis mills than during the previous year.

Minneapolis received in 1897 72,801,530 bushels of wheat. Compare these figures with those showing the wheat receipts of the other primary wheat markets: Duluth, 48,069,238 bushels; Chicago, 28,087,147 bushels; Kansas City, 26,121,600 bushels; St. Louis, 12,057,735 bushels; Milwaukee, 9,526,873 bushels.

Facilities for storing these big shipments are provided in the shape of numerous terminal elevators. According to the report of the Chamber of Commerce there were thirty-six grain elevators in Minneapolis in 1897, not including some small elevators connected with mills and used exclusively for storing grain preparatory to grinding. The Minneapolis elevator system is divided into regular and private houses and the regular houses are again divided into state houses and Chamber of Commerce houses. Of the regular houses there are thirty; three being registered as state houses and twenty-seven as Chamber of Commerce houses. There are six private elevators; three of them used chiefly for handling wheat and the other three chiefly for coarse grain. Two of these private houses used for handling wheat are of large capacity, while the others are small. The "regular" houses under the Chamber of Commerce rules and exclusive control have a storage capacity of 21,230,000 bushels, while the three controlled by the state have a storage capacity of 4,250,000 bushels, with the private houses controlling a capacity of 2,505,000 bushels, making a total capacity for grain storage in Minneapolis of 27,985,000 bushels exclusive of the small mill elevators.

The "regular" houses, under the rules of the Chamber of Commerce, are very carefully guarded

against any sort of irregularities as to the grade of grain or quantity of it contained in these elevators. No grain is allowed, under any circumstances, to be shipped from them until the registered receipts have been returned to the register and duly canceled.

The list of members of the Chamber of Commerce includes over 400 names. The members comprise the country elevator dealers, who buy direct from the farmers and ship the grain; the terminal elevator men, who purchase from the country elevator dealers or shippers; the commission men, to whom farmers and small dealers consign their grain for sale; the shippers, who buy grain for shipment abroad or to Eastern markets, and the commission men, who deal in futures or options.

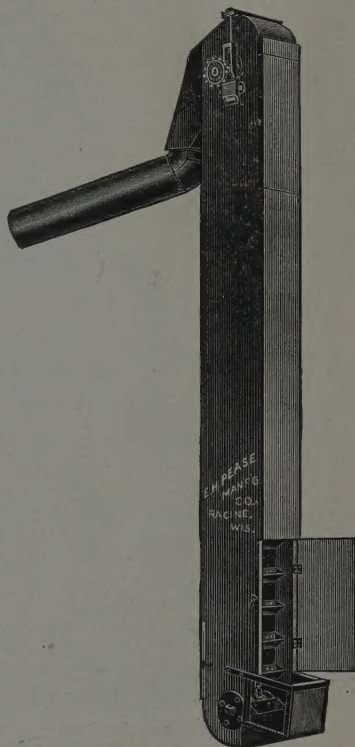
There are some twenty country elevator companies. If it were not for the storage capacity of these country elevators it would be impossible to handle the crops, as the railroads would be unable to furnish enough cars to move the grain as fast as the farmers bring it in during the fall months. The headquarters of the majority of the country elevators are located in Minneapolis. Others are scattered throughout Minnesota, the Dakotas and Iowa. They are all perfectly responsible and the farmer is thus secure in doing business with them.

The growth of the grain commission business, according to the secretary of the Chamber of Commerce, has been steady from the formation of the Chamber of Commerce Association. The amount of the receipts of grain in Minneapolis in 1897 is four times the amount handled in 1883, when this organization was fairly on its feet. The total receipts of grain then amounted to less than 25,000,000 bushels for the calendar year, against receipts

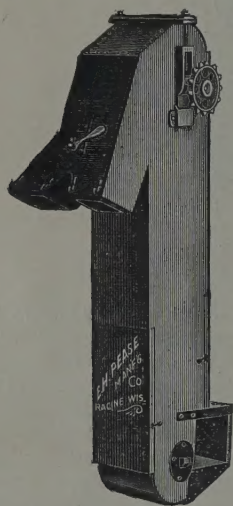
STANDARD GRAIN ELEVATORS.

Inquiry is frequently made for inexpensive, light elevators for elevating ground feed, bulk grain, etc., under a variety of conditions different from those prevailing in the ordinary mill or elevator. As a matter of general interest to the trade and of special interest to those looking for something of the sort, we present illustrations of a type of standard elevators made by the E. H. Pease Mfg. Co. of Racine, Wis., which has been found to fill an actual want in the grain trade.

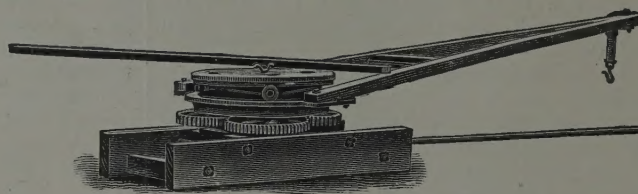
These elevators are made on uniform lines specially designed by the company and are particu-



STANDARD ELEVATOR.



DOUBLE SACKING ELEVATOR.



STANDARD ELEVATOR WITH HORSE POWER.

somewhat in excess of 100,000 bushels in the last year.

Another branch of the grain business is that transacted by members of the Chamber who buy and sell coarse grains on their own account, as distinguished from the commission men. These firms own country elevators, and some of the larger ones own terminal elevators. They deal in rye, barley, oats, corn, middlings, mill feed, etc., and do a general consignment business.—Minneapolis Times.

ELEVATOR HAZARDS.

Is an elevator that handles corn more hazardous than one that handles wheat, oats or barley? An item from the Insurance Press would indicate that some people think so. It says: "The recent elevator fires in Chicago have called the attention of Chicago agents to the fact that in the surveys there is nothing to indicate what class of grain is stored in the houses. A general agent suggests that this be remedied. Elevators where corn is stored, in his estimation, are more hazardous and should command a higher rate, as the grain is more dirty."

When a prominent Nebraska elevator owner was asked how backward corn was in that state he replied, "about one minute."

larly adapted for use in farm granaries, track buyers, small elevators and feed mills as well as a useful adjunct in larger plants where circumstances may render such an adjunct convenient.

These elevators are made in four sizes, ranging in capacity from 60 to 600 bushels per hour, and in lengths as ordered, not exceeding 30 feet. The buckets are mounted on special chain with attachment links at proper intervals. The head and boot shafts are fitted with special wheels provided with guide rollers or flanges which prevent any liability of the buckets tipping or catching at any point in the trunk. All of the trimmings, including the take-up boxes, are of special design. The illustrations show a double sacking elevator as well as the standard style, and the grain elevating outfit complete with horse power. The sacking elevator is provided with cut-off valves at discharge so as to stop the discharge while changing sacks, and also with hooks on which to hang the sacks while filling. They are of proper height to permit the lower end of sack to stand on floor while being filled. The sacking elevator can be made longer to accommodate locations. It can also be made with a single discharge when wanted. The standard style elevator may be had in desired length not exceeding 30 feet. The manufacturers will take pleasure in giving any information respecting these

and other appliances of their manufacture in connection with the handling of grain.

AN AGREEMENT AS TO BAGS.

Following is the agreement entered into by the grain dealers and millers of Northwestern Ohio respecting the abuse of loaning sacks:

"We, the undersigned grain dealers and millers of Northwestern Ohio and Eastern Indiana, hereby agree with the other, for ourselves and the firms we represent, to absolutely discontinue to furnish grain bags by loaning, hiring or otherwise than by selling outright. This agreement is to be in full force on and after June 1, 1898, and to apply to all stations where we now or may handle grain or seeds." [Signed by]

OHIO.—The United Elevator Co., Malinta, Pleasant Bend, North Creek, Continental, Dupont and Muntanna; A. Combs, Cloverdale; Lloyd & Quale, Grelton; Wiedemann & Mollet, McClure; F. C. Davis, Holgate; Holgate Milling Co., Holgate; Henry Baden, Hamler; Peter Hornung, New Bavaria; Buckeye Elevator Co., Continental; J. T. Preston, Miller City; J. T. Preston, Milrose; H. A. Davis, Grand Rapids; C. W. Franklin, Mgr., Belmore; J. Scott Rice, Deshler; M. G. Stafford, Mgr., Deshler; Raabe Bros., Ft. Jennings; Schullien & Wannenmacher, Ottoville; Dolby & Morton, Delphos; Geo. F. Lang Milling Co., Delphos; W. F. Mills, Delphos; W. H. Dye, Columbus Grove; A. Crawford, Columbus Grove; Joseph Hermiller, Ottawa; R. Stanson & Son, Ottawa; Wm. Annesser, Ottawa; D. R. Risser, Vaughnsville; The Star Flouring Mill, Venedocia; Smith Bros., Ohio City; H. M. Schumm, Schumm; W. F. Mills, Willshire; Leathers & Frager, Middlepoint; Ireton Bros., Van Wert; T. S. Gilliland, Van Wert; People's Mills, Van Wert; Union Mills Flouring Co., Van Wert; J. W. McMullen, Cavett and Scott; Stults & Myers, Wren; Nizer

& Co., Convoy; Kolter & Schosker, Spencerville; Clutter, Long & Witherill, Spencerville; Jay Grain Co., Ft. Recovery; S. D. Crites, Elida; Hall & Woods, Lima; Clutter & Long, Lima; G. Day & Co., Harrod; Jacobs & Bitler, Wapakoneta; Home Milling Co., Wapakoneta; Farmers' Milling Co., Wapakoneta; John Reichelderfer & Son, Cridersville; J. W. Logan & Son, Uniopolis; Hauss & Gesler, Uniopolis; Sheets Mercantile Co., Geyer; Nutt, Allen & Co., St. Johns.

INDIANA.—Studabaker, Sale & Co., Bluffton, Markle, Warren, Van Buren, Liberty Center, Buckeye and Landessville; H. C. Arnold, Bluffton; R. A. Brown, Bluffton; P. S. Green, Bluffton; Huntington Mill Co., Huntington; George W. Shearer, Huntington; H. C. Silver, Huntington; D. Finkle & Son, Warren; Poneto Grain Co., Poneto; S. W. Hale & Son, Geneva; J. D. Hale, Decatur; John & W. H. Niblick, Decatur; Farmers' Grain Co., Pleasant Mills; C. A. Augsburger & Co., Berne; Berne Milling Co., Berne; Clutter & Long, Toesin and Uniondale; Beatty & Dean, Ossian; T. C. Neal, Montpelier; Smith, Morrical & Co., Montpelier; Ladd & Taylor, Andrews; Garrett & Funk, Liberty Center; W. B. Cooley, Hartford City; C. R. Cooley & Sons, Hartford City; D. W. Gregory, Hartford City; Jay Grain Co., Portland; D. E. Paul Milling Co., Portland; Cartwright & Headington, Portland; W. R. Kelley, Portland; Magill & Son, Portland; Jay Grain Co., Blaine and Redkey.

It is said much wheat near Monticello, Ill., has been ruined by scab, a small green insect working next to the grain.

THE STERLING CAR LOADER.

The various appliances used for conveying grain in the modern elevator are the result of much thought and a great deal of study and experiment. The majority of grain elevator machines on the market to-day are very close to a state of perfection, and the accompanying illustration shows a machine which, in the efficiency of its work, together with its capacity, is considered to leave very little to be desired.

The Sterling Car Loader is claimed by its makers to be the only practical machine for loading grain into cars. It consists of a rotary with cased sides having flights to catch the grain and throw it to the ends of the car. The entire piece of mechanism is supported in the car by means of a frame or legs which extend from one car door to the other, and rest on the top of the doors. The rotary occupies a place nearly in the center of the car.

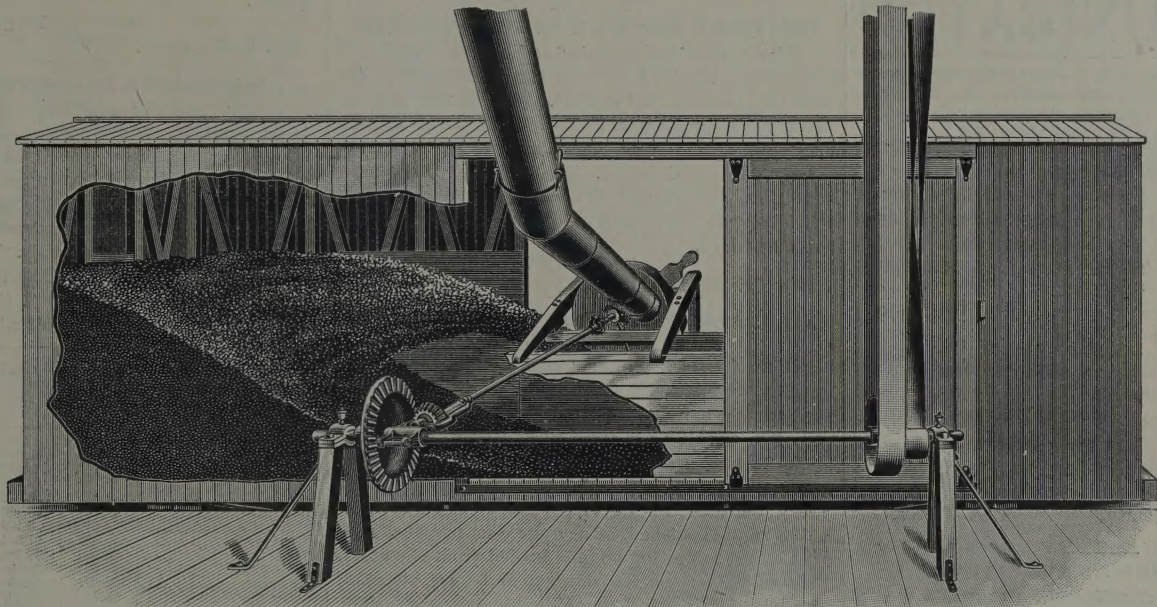
The grain is discharged from the elevator or hopper scale directly to the rotary through a spout, the usual speed of the flow being from 150 to 200 feet per minute. The grain is discharged into the machine through the side. When caught by the rotary its direction is changed at right angles, and it is thus

sary to pull the pin shown in the hinged box. This will allow a disconnection and the car can be moved to the next place, and in a minute the machine is ready for operation.

The loader line shaft may be fastened either to the inside or outside of the building. It should be about 8 feet above the track. If put outside it will project from the building about 10 inches, not far enough to do any damage.

An especial feature of the machine is the good which it does to the grain. Oats, corn, barley, wheat and rye are all benefited by it. It is claimed the machine will polish the oats, burr up and remove some of the light ends and thus ensure a better color and grade. All the dust and light chaff are separated and discharged out of the car door. In loading oats, it is also claimed that it is not necessary to fan ten or twelve bushels out of each car if one of the Sterling loaders is used. The machine takes the grain direct from the thrashing machine and grades it as well as it can be done, handled by hand, when 10 or 12 bushels are fanned out of each car. Thus from \$2.50 to \$3 is saved on every carload. Mixtures of any kind of grain can be made perfectly.

The machines are made in two sizes. No. 1 has a capacity of from 50 to 70 bushels per minute, and



THE STERLING CAR LOADER.

thrown to the end of the car. The speed of the grain after the rotary catches it is from 2,500 to 3,000 feet per minute. When the grain is being discharged through the spout at its most rapid speed, or 200 feet per minute, each flight on the rotary cuts off one-half inch of the stream and throws it to the end of the car. As soon as the end of the car is filled to the height which the machine is set to fill it, the car will commence to be filled toward the machine.

The loader requires no attention while in operation. In the case where a hopper scale or bin that will hold half a car is to be loaded all that is necessary to do is to start the grain and the machine does its work until that end of the car is filled. In reversing from one end of the car to the other it is only necessary to throw the handle on the case over to the opposite side of the frame and this brings the discharge to the other end of the car. The straight belt is then changed and a cross used. One belt will answer for both if the drive shaft is from 14 to 16 feet away from the loaded shaft. The illustration shows the machine at work upon corn. On oats and light grains the stream is raised and thrown to the top of the car. A car can be filled to the roof with any kind of grain if it is desired.

The connection and disconnection of the machine are made with very little trouble. A gear is placed on the loader line shaft at each place desired to load from. The connection and disconnection are made by means of a split box on the small gear frame, also detachable at the rotary. If two or more places are required to load from in one car, it is only neces-

sary to pull the pin shown in the hinged box. This will allow a disconnection and the car can be moved to the next place, and in a minute the machine is ready for operation.

The provision in the war revenue act which requires that a 10-cent stamp shall be affixed to every certificate of inspection does not add to the expenses of Kansas shippers as W. W. Culver, chief of the inspection department, has reduced the grain inspection fee from 25 cents to 15 cents per car. The reduction was not made on account of the war tax, however, but Mr. Culver found that, based on the work of last year, 15 cents for each inspection certificate would yield enough money to pay the expenses of the department.

J. C. A. Hiller, chief grain inspector for Missouri, and G. E. Compton, chief grain inspector for Illinois, have issued the following notice, which was also posted on 'Change: "In accordance with the provisions of the new United States revenue law, schedule A, relating to stamp taxes, a 10-cent internal revenue stamp will have to be attached to every certificate of inspection or weight. Any person or persons applying for certificates of inspection or certificates of weight at the office of the Missouri State Grain Inspection Department on or after July 1, 1898, will have to send along with the application the sum of 10 cents to pay for such stamp, unless they should prefer to send a 10-cent internal revenue stamp instead. This department will keep on hand a supply of stamps for the purpose above mentioned. All stamps will have to be affixed and canceled by this office before certificates will be turned over to applicants."

PHILADELPHIA'S GRAIN EXPORTS.

"The exports of grain from Philadelphia from January 1 up until the present time," says the Press, "exceed by many millions of bushels any similar period of the record-breaking years of the past, and while shipments have now fallen off considerably this year will doubtless pass into history as one of the most phenomenal ones in the Philadelphia grain trade. The great rush of business in filling the European demands for grain has developed the fact that this port is fully equal to competing with any of the others along the north Atlantic seaboard in affording quick dispatch to such craft as may be ordered to load. Since January 1 there have been shipped from this port 21,876,386 bushels of grain, compared with 15,295,883 bushels during the corresponding period of last year. These shipments are divided as follows:

	1897.		1898.
Corn	13,762,509	Corn	15,443,999
Wheat	1,238,822	Wheat	1,712,748
Oats	210,121	Oats	3,831,338
Rye	84,431	Rye	588,301

"The largest grains are shown in the shipments of corn and wheat, and are all the more remarkable

when it is considered that 1897 was considered a record-breaking year in grain exports. While there seems to have been a falling off in shipments during the past few weeks, business will revive in the early fall, and the figures of the grain exports for 1898, when compiled at the end of the year, will be found to be the largest, by millions of bushels, in the history of the port. With only six months of the present year gone, the exports of grain are within 11,000,000 bushels of the total of 1897 shipments, and that year exceeded by about 3,000,000 bushels the exports of 1892, which had heretofore been considered a record-breaking year. The exports of grain from Philadelphia shown in the following table gives an interesting summary of just what has been the growth of this trade since 1883:

Year.	Bushels.	Year.	Bushels.
1883	9,401,240	1891	9,759,037
1884	7,310,425	1892	29,788,948
1885	9,461,436	1893	9,692,543
1886	7,936,499	1894	7,065,305
1887	10,770,757	1895	5,085,938
1888	1,809,215	1896	14,275,907
1889	4,750,922	1897	32,653,785
1890	17,365,984		

"These figures show that with two exceptions—1892 and 1897—the first six months of the present year has witnessed the shipment of more grain than almost any other two years since the statistics of grain exports have been kept."

It is reported that the bag factories now located at Peru, Ind., and Louisville, Ky., will be consolidated and removed to Champaign, Ill.

THE SONG OF THE CORN.

I was dry and dusty,
I was weak and weary;
Now I'm glad and lusty;
And the earth looks cheery.
Oh, the soaking,
Mirth-provoking,
Laughter-making rain!
Soft and silky,
Mild and milky,
Grows my golden grain.

Listen to the laughter
That my leaves are making
When the winds come after
Kisses, softly shaking.
Oh, health-giving,
Breathing, living,
Heaven-pouring rain!
Come, caress me,
Kiss me, bless me,
Once and once again!

Let your hearts be singing,
Peal your psalms, peoples!
Set the joy bells ringing
In the lofty steeples;
Praises render
To the Sender
Of the joyous rain—
Of the living,
The life-giving,
Of the precious rain!
—San Francisco Chronicle.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

REMOVAL.

Editor American Elevator and Grain Trade:—I have purchased the Donnelsville Elevator, near Springfield. Please mail your journal to me at this place in the future, instead of to Rex, Miami Co., Ohio.

Yours truly, T. W. BROOKS.
Springfield, Ohio.

WILL BUILD AN ELEVATOR.

Editor American Elevator and Grain Trade:—Steps are being taken to build an elevator at this place, and we want to get the names of elevator builders who, no doubt, advertise in your paper. Accordingly send me a copy.

Very truly yours, T. A. PEAKE.
Sonora, Ky.

PURCHASED AN ELEVATOR.

Editor American Elevator and Grain Trade:—On June 22 I bought the large steam elevator at Thornton, Iowa, owned and operated by Callahan & Grim. Kindly send one of the two copies of your paper I am getting here to Thornton.

Truly yours, W. R. BLOOM.
Klemme, Iowa.

A CORRECTION.

Editor American Elevator and Grain Trade:—In your June number of the "American Elevator and Grain Trade," under the head of "Elevator and Grain News," we noticed the item as follows: "Long & Long have their modern grain elevator at Van Wert, Ohio, about completed." While this was not intended as an advertisement, it brought us considerable correspondence, all of which was misdirected, as we are located at Convoy instead of Van Wert. We simply wish to correct the address.

Respectfully, LONG & LONG.
Convoy, Ohio.

RAILROAD CO-OPERATION NECESSARY.

Editor American Elevator and Grain Trade:—In regard to the scalper, I am at a loss to offer any solution to get rid of them. We have a scalper right here in our town. He has paid from ½ to 2½ cents per bushel more for corn than we were bid on track for it, and from 5 to 6 cents on wheat.

The laws of our state are very unjust to the elevator people, as they force the railroad companies to furnish cars for everyone. Again, I think the railroads could help us a great deal more than they do by charging an exorbitant demurrage, or paying the elevators a loading fee of about 1 cent per bushel.

The Kansas Grain Dealers' Association is working nicely, and we hope some day to get some

relief through it. This is a very hard question with which to do anything without the co-operation of the railroads. Respectfully,

J. R. GLENN.
Robinson, Kans.

A COMPLIMENT.

Editor American Elevator and Grain Trade:—Inclosed we hand you our check for the renewal of our subscription to the "American Elevator and Grain Trade." Your publication is considered by us to be the best of its kind in the trade, and no up-to-date grain firm can afford to be without it.

Very truly yours,
THE BELL COMMISSION CO.
Milwaukee, Wis.

RAILROADS SHOULD NOT FURNISH CARS TO SCALPERS.

Editor American Elevator and Grain Trade:—The crop prospect here is very good, and we suppose that the scalper will be here as usual. The only remedy for this that we can suggest is that the railroads coöperate with us by furnishing the scalpers just as few cars as possible. That will fix Mr. Scalper better than anything else that can be done.

BRUNSWIG ELEVATOR CO.
Summerfield, Kans.

THE FIRST NEW HAY AT NEW ORLEANS.

Editor American Elevator and Grain Trade:—On June 29 we received the first car of timothy of the new crop to reach this market. The car was shipped to our house by Messrs. E. T. Adair & Co. of Kansas City, Mo., from Olathe, Kans., and we sold it immediately on arrival at \$15. The hay was in splendid condition, and graded choice here. We were also the first receivers here of new timothy for the season of 1897.

FERGUSON & MCGINNIS.
New Orleans, La.

RAILROADS SHOULD PAY ELEVATORS FOR SERVICES.

Editor American Elevator and Grain Trade:—Regarding our greatest enemy, the scalper, will say that in my opinion the shortest and best way to stop his operations is by a united effort of all the grain dealers' associations to induce, or compel, the railroads to allow a rebate or compensation to every elevator for services rendered and warehouse room furnished, of say one cent per bushel or even one cent per 100 pounds loaded from elevators. This, to me, seems the shortest and most effectual way of ridding ourselves of the obnoxious scalpers.

Yours respectfully, H. J. LANE.
Blue Rapids, Kans.

AN AUSPICIOUS EVENT.

Editor American Elevator and Grain Trade:—We were very much gratified to receive, on the Fourth of July, the following cablegram from Mr. W. H. Collier, manager of the Manchester Ship Canal Co., Manchester, England: "Elevator opened on Independence Day with great satisfaction. Hail Columbia!" This was the first time all the machinery in the elevator was put in full operation.

Last month we stated to you that we were making plans and specifications for changing the Santa Fe elevator at Chicago into a clipping and cleaning house. We have just been awarded the contract for doing this entire work.

JOHN S. METCALF & CO.
Chicago, Ill.

RAILROADS FAVOR THE SCALPERS.

Editor American Elevator and Grain Trade:—We are sorry that we don't have a practical remedy to offer for the suppression of that evil to the grain business—the scalper. It seems to be a hard matter to stamp out, and we have not yet been able to determine upon a remedy that will fit the various cases.

We think the matter could be accomplished easily if the railroads would in all cases favor reform. But, in many cases, the railroads themselves desire to have what they call 'competition,' as they think it will result in greater tonnage at the points where the scalpers may operate. So, as long as the railroads are in sympathy with the business of the scalper it will be a hard matter to make him stop

until he has lost enough to make him sick of the business.

We trust that other parties, who have been able to give this matter more time and thought, will be able to formulate a remedy that will be successful.

IOWA DEALER.

A SUGGESTION.

Editor American Elevator and Grain Trade:—We think a good way to treat the irresponsible dealers and commission men would be the same as the grain dealers' associations are treating the scoop-shovel men. The Hay Dealers' Association should secure the names of scalpers and parties who are not responsible, and keep a record of them. When a member makes a sale to one of these parties and the weights are short, or the deal is not conducted in a businesslike way, it should be his duty to report the matter to the Secretary. Whenever the complaints become too numerous against any one of these parties, it shall be the duty of the Secretary to issue a circular giving the facts to all the members of the Association.

We would like to receive some benefits from being members of the Hay Dealers' Association, and would like to hear expressions from others on this subject.

ERNST BROS. & CO.

Humboldt, Kans.

SHORTAGES IN CORN SHIPMENTS.

Editor American Elevator and Grain Trade:—Inclosed herewith is comparison of weights on corn only, shipments from Nov. 1, 1897, to June 1, 1898. You will notice that the average shortage is 2½ bushels per car. This does not include a lot shipped to a Chicago firm on which the average shortage was 10.5 bushels per 1,000 bushels. The next heaviest shortage was to a Toledo firm, being 9 bushels per 1,000 bushels. We understand that the corn going to Toledo firms went to different elevators.

Destination.	Bushels Weighed In.	Bushels Weighed at Destination.	Total Bu.-shels Short.	Average Bushels Per Car of 1,000 Bu.
Decatur.....	80,058	80,092	.....	.....
Detroit.....	21,056	21,013	43	2.1
Toledo.....	3,6186	335,056	1,110	3.3
Toledo.....	13,745	13,748	.....	.....
Toledo.....	19,581	19,400	175	9.
Decatur.....	23,451	23,423	27	.9
Louisville.....	8,210	8,198	11	8.5
Chicago.....	27,452	27,514	.....	.....
Peoria.....	38,958	38,786	172	4.6
Chicago.....	30,801	30,253	43	1.4
Lockport.....	20,081	20,065	25	1.25
Chicago.....	9,610	9,927	.....	.....
Philadelphia.....	1,074	1,073	.....	.....
Newport News.....	157,759	157,325	433	2.75
Chicago.....	57,545	59,937	606	10.5

The total shipped not including the last enumerated Chicago account was 780,801 bushels, which was weighed in as 778,887 bushels. The average was thus 2.5 bushels per car of 1,000 bushels.

The balance of our corn shipments during that time were either sold on our weights or bought on destination weights, or not weighed at this end.

Truly yours, E. R. ULRICH & SONS.
Springfield, Ill.

THE SCOOP-SHOVEL MAN AND OTHER ABUSES.

Editor American Elevator and Grain Trade:—This scalper question very seriously concerns every regular elevator man. There are many means for destroying this vermin, such as clubs, dynamite, ropes for hanging, etc. (I think I would help with any measure suggested). But, as to a legal remedy, will say that scalpers cannot make many shipments if we use such remedies as are within our reach.

In my opinion, the most effective club we can use is a bright, active fellow good at missionary work among railroad people, and particularly among commission men. I am confident that the bulk of good business houses are with us in this work, and if we had a man suitable for the work that could go right to St. Louis or Chicago, or wherever we needed him, and at the proper moment, the majority of commission men would not receive grain from scalpers after the first shipment. Houses are willing to stand by us, but we must get in our work quickly to make it effective. Receivers can discourage these parasites in their own way.

I would be in favor of the Illinois, Iowa, Nebraska

and Kansas associations employing a good man now, and get him in shape so he could be called at a moment's notice to any point needed. In addition to looking after the scalper and the house to whom he sells or consigns, his duties might include matters relating to terminal weights, sacking, etc.

I have before me a car account showing 40 bushels short. The question occurs to me, Is this corn turned over to a purchaser and he allowed to weigh it by himself and return to the commission man what he pleases? Is it possible that we submit to this? If so, we are entitled only to rough places along the highway of life.

Just a word about railroad companies giving bills of lading without any stipulated amount in them. Take the account sales which is now before me: Sacker don't know anything about it. Ask the railroad company about it—"Oh! we don't know." All I have to do is to charge loss account with 40 bushels of corn, \$12 to \$15, and endeavor to get up strength and courage enough to try it again.

I am ready to assert my rights and I know I will not get them unless I struggle for them. I want to see the grain trade brought up to its proper level. We will have to make a strong pull all together if we ever succeed. My sympathies are with you in your efforts to elevate the grain men's business.

I have a case now on my hands wherein I sold 7,000 bushels of white shelled corn to go to Macon, Ga. When corn was within 200 to 300 miles of destination they quietly informed me they would not receive it. My loss is close to \$500. Here is a case for all of us to throw our energy into and teach that firm that we are tired of playing horse. The first legal steps in the matter have been taken, and I will probably let you know more about it later.

F. M. CAMPBELL.

Randolph, Iowa.

"WHY DO WE MEET?"

[A paper read by W. H. Chambers of Omaha, Secretary of the Nebraska Grain Dealers' Association, June 15, 1898, at a meeting in charge of that Association, during the Inter-State Grain Men's Convention at Omaha, June 15-17.]

This question, "Why do we meet?" is one that is propounded at nearly all meetings of grain men that I have attended in the past, and presuming that it would be asked again here to-day, I have taken the liberty to anticipate your action and offer you some reasons why you are called together at this and other times as they appear to me.

There must be an impelling force to every atom of matter to force it to action. That force expended must be greater than the inertia of the body against which it is expended. If less, the atom will move in its accustomed channel with a slight retarding equal to the resistance. If of equal power to the inert atom, we then have an equilibrium and consequently no motion in either direction. If of greater power, we then have a movement in the direction of the new power in equal proportion to the power expended. And as that new power is met by the power of the atom, its course is retarded or stopped, as it may be, in the new direction started. If this atom is not of equal power to the new condition, it may be carried onward until meeting with the like and by absorption a new atom power may be generated, which, having added strength against the force expended, retards, stops or entirely changes the course of the movement. And if you will closely investigate the workings of nature you will see that the example, given above, is the result of all conditions that we have in the physical world.

Allow me to apply this thought to the conditions as we will have them to-day, and as they would apply to this meeting. The time was in the grain trade, when a party engaging in the business was allowed, by the then conditions, to first build an elevator of the proper size for handling the business at the station in question, to which he has gone, paint it up in nice style, build a fine office, hire a good office man, a first-class engineer, and equip himself in the best of condition to conduct the business. Grain would come in in large quantities; it would be loaded on the cars, shipped to the market and returns received. (A

small shortage of 10 or 15 bushels per car was not taken into consideration.) This would continue on until the end of the year, when on settling up the accounts, securing his rebate from the railroad, and all other minor matters, he would find that he had made a good showing for the year, amounting to probably 5 to 7 cents per bushel on the amount handled.

This condition existed for a while, or until other men of the same caliber perceived that this party was making good money, and concluded to engage in the same business. He makes his financial arrangements, goes down to the railroad company and tells them that he is now ready to build, asks for a location, and is very much surprised to learn that there is no location for him to build on, is told that, "We have a buyer there now and do not want any more." He protests and at last goes home, not to let the matter rest but to learn the reason for these conditions. He concludes not to build a house, but to buy grain and have it loaded into the cars; but he is astonished to find that he cannot take the markets and figure out as much to pay as the other party. This is more irritation. He tells his neighbor about it and it raises a talk. They declare it a shame and that it ought not to be. And, gentlemen, I am sorry to say that the party referred to has made it so that the conditions are changed.

We first had it in the enactment of the Interstate Commerce Law. This brought about a condition for a time which about equaled the dealer's ability to withstand and possibly hold his own, he having the advantage of his house, still in good repair, and a knowledge of the business. But the new force started was getting in its power. The first thing he knew his friend tried to ship a car; he could not at first secure an empty, but the case was promptly taken to the court of public opinion, and by its decree the car was sent; he shipped it to the market and was enabled to make a fair profit on it. Possibly the sum was not as much as the elevator man could have made, owing to his better facilities, but enough to intoxicate him with the idea of engaging in the grain business. The elevator man then concluded that he would have to drive him out of business, and a fight commenced. A new force was started, which, gentlemen, has not stopped to this day. It swamped him. He killed that fellow off and another took his place; he killed him off and two others came, until to-day the woods are full of them.

Now, he had reached a force where the force was carrying him away. His house began to run down; the office man was discharged; a farmer's boy was hired to run the engine; the foundations rotted; scales broke down, the paint fell off and there was no money to repair with. His house was mortgaged to carry on the fight for supremacy; it was taken; and now you have him, as a class, up to three or four years ago. He started to drift, and in the course of his wanderings he came across another atom going in the same way. Misery loves company; they talked the situation over; met another one; soon after a fourth one; again, a fifth one, and in time eight or ten of them happened to meet. A hope was aroused that possibly they could unite their forces and overcome the condition. They tried; it helped a little. The more they looked into the situation the more they found others in the same condition. An appeal was sent out, a joining of forces was made, and the condition was again bettered. But there came a backward force. It was found that when the first man was trying to protect himself, similar conditions were in vogue at some other point, and it had ruined the business at both places, as well as at other places which came in contact with them in prices. The other dealers who were fortunate in being free from the new condition formed the idea that it was the fault of the grain men; that prices were paid and grain bought on a margin that was ruinous to them, and they hated them for it and said that they would retaliate, which they did. He fought this condition and in the melee the scoop man was lost sight of, as the procession was too swift for him. It was now a fight and to the death between the once great giants.

The elevators fell down, and the grain man started to go to his wife's people. On his way he thought that he would stop and bid defiance to his neighbors who had fought him so hard. They met. It was a pitiable sight. Both in about the same condition, one taunted the other about what he had done. He claimed to be innocent; and in the course of their conversation, it came out why he had been compelled to start the warfare. The result was that, after it was almost too late, they found their error and became friends. They called in the other 8 or 10 who had at first considered the question, and again they agreed to do battle together. They tried it; it worked well; the movement commenced to go up again. They needed more help, and secured one of their number to go out and spread the news of how they had been mistaken, of the good of getting together and understanding faults. More was added to the number, which strengthened and increased; and still the business grew better until they came to the point that in their immediate locality conditions were reasonably good.

At this time it was concluded that a better margin was their due. They tried it, and back from the corn fields came the scoop man again. The public said: "We must keep this condition going; we have had a good thing. We have secured that man's fortune, we must keep it. Go and prevent him from securing any margin, we will help you." The merchants said: "We must keep these prices high, so the farmers will come here to trade. We will agree to sell our goods high and the increased prices will enable the farmer to pay them. We can afford to pay this corn-field dealer a premium to stay here." He commences business again. The faithful few get together and find that they are not strong enough to meet this new force. They send out word to larger fields. Again new ones come in; the force is counteracted; the commission man has found that he is treated well to come into the fold. This is the result desired. He deals with the regular dealer and secures his business in return.

Again new conditions arise. A new force comes in. During this time the margin of profit was reduced to a minimum. It is impossible to reinstate it. The shortage that you once laughed at in the weighing of your grain is now a terrible menace to you. It absorbs the little profit left you. If it is not corrected, you cannot stand even yet. What will you do? You will again lay the matter before your fellow dealers, and they consult over it, but find that you need more help to counteract this new influence. Another call is made, and you come together and strive to devise means. More help is secured; another state comes into the circle, and you find that shortages get smaller. You are again able to about hold your own, and for a time you feel grateful and stop.

Gentlemen, I may have been tedious in presenting this parable to you, but I think if you have followed it closely, you will only too readily recognize the application that I would make of it. I may have carried it a little too far as to the amount of reform that we have attained, but you will readily notice my intention to represent to you the call of the dealer's friends to help him as being the initiative in this Association's work—its temporary results, the falling back again, the lapses in the progress of the work; the second call, the revival into life again, and so on through up to the present time, when we have reached the period when we have called you together to meet with the questions that will take the business again forward away from the equilibrium that you have so far been contented with. We have enlarged the call from what it has been in the past. The neighboring states are with us; they have responded for the same reason, having reached a point where they are only able to hold their own, and to better it must meet with more force.

This is in answer to the question, "Why do we meet?" At one time you were the power; at another you were equal to the power; and as you fought and contended and maintained that power, you forced the conditions against you to cooperate with its like to force you down. They did it by

legislation and public opinion; and have resorted to all resources to keep you there, and I am sorry to say have about done it.

Now, as we stand to-day, you have this continual coöperation going on against you, and the added need of strengthening yourselves is again a reason why you meet,—to hold what you have gained and to strengthen for the future.

The time has passed in the commercial conditions of this world, when any individual is able to assume a position in it and alone keep his place. There may be a few exceptions to this, but they are rare. One cannot do what he may like. He is met on every side with a combined force which rules him. It is go down or affiliate with his kind. One may make an exception to this for a time, but I firmly believe that, under the present conditions, it will wreck the best; and when it does you will have only to look into it and you will find that it was a combination that did it. The force that he expended was greater for a time, and in self-preservation it sought its like and retaliated.

Some believe and advocate that there is no such thing as equality any more. This is a mistake. Where they are probably misled is in the fact that at one time they were factors among a few. At the present time, owing to the enlargement of population, each is one of many. The adjustment of conditions used to be accorded to one. At the present time it is brought about through large bodies, owing to the very reasons that I have specified above.

What the result of this continual solidifying means, I am not prepared to say, but it appears to me to be a natural method to be followed for the handling of large numbers and large commercial transactions. The individual is one of so many that he is lost. And with others accepting the same opportunities as I have suggested, he is forced out, so he must drift with his kind and secure his stability with an equal amount of strength.

Now that you are here and have met for reasons shown, what will be the result? The conditions in the country are bad. I need not tell you of them; you know them only too well. I believe that the majority will recognize the results already attained by meeting before. Some of the troubles have disappeared, but plenty of them are left.

You have the fellow I spoke of a while ago. He comes and goes; but wherever he finds a thorough understanding among the dealers, he does not last long. You have not reached the point yet where you will believe a grain man in preference to a farmer. This may be a hard matter to do, but before you go away from here, hunt out that grain man, if he is here, and if not, go to him at home, and make a thorough test of his story-telling proclivities, and see if you cannot find some way of knowing when he is telling it straight or not, and then believe him hereafter. This makes it harder for the scooper.

If you are not acquainted with your neighbor, hunt him here to-day and meet with him; come to me and I will introduce you. Although you have lived within five miles of one another for ten years, you have never met with a handshake. He is a fair sort of a man at first; after a while he will be a good fellow, and in time you will have found a good, true friend, of whom no one will make you believe evil. Give him a show to live, allow him to take his share of the grain, and you will find that he will do the same by you. This is what you are here for as much as for anything else; simply to get acquainted with one another and learn that you were mistaken in your belief that the other fellow was a thief or a scoundrel or some other hard character.

You are here also to see if a more harmonious basis cannot be secured for you with the railroad interests. In the beginning of the hardship attending the grain business, after the enactment of the Interstate Commerce Law, a feeling of resentment was aroused between the dealers and the railroads because all of the previous favors could not be continued. There has always been a feeling also that a railroad is public property, and that you would best serve your interests by preying on it all you possibly could. This, with all the other

provocations which have been aroused on both sides, has virtually placed the railroad interests and the grain men at swords' points.

When the first organizations were started, it seemed to them that the best thing to do was to fight the railroads by suing them, or by other methods to try and force them into doing something for them. This added to the condition which existed. But the error of this method has been seen, I believe, in time to remedy all of the evil thus brought about, and it is being recognized more every day both by the associations and by the railroads that the conditions controlling both are very closely allied, especially in the grain growing districts, and that the nearer they can get together and work in harmony the better the results will be for both.

This is not to be wondered at. The railroads depend on you to gather their grain for them. This makes freight earnings. You depend on them to furnish you with car service, trackage, and all of the other necessary facilities to carry on your business. The better you succeed the larger are the earnings of the railroads; the failure of your business brings its effect on their earnings. So with this idea in view, it is well for you to work to an end that will harmonize any evil conditions which may now exist between the two; and it will result in their meeting you half way. This has been true in the past, and will be in the future.

The question of the proper weighing of your grain shipped to terminal markets is always one which is of great interest not only to you but to the receiver as well. To you it means loss, and the same to them, as they would lose your business. Your work in conjunction with theirs toward securing thoroughly disinterested weighing and the best possible facilities for so doing would prove of great benefit to both. In the past this condition has improved greatly, but there is room for more.

I have called your attention to a few of the matters that are ready for you to take up and devise a solution for their remedy. It is for you to do this, and you are called together for that purpose. Some of them may be greater than you can control yourselves as a state organization. It is for that reason that the other state associations have come here, not especially to help us, but to receive help as well. They will present their troubles, and a history of the force that has impelled them to coöperate, and from it you may learn some feature that you have overlooked in your work here, and they the same. It is possible that in the end enough strength may be secured to place the grain business on a higher plane than it now is; to paint up the elevators, hire the clerk again, get a good engineer, pay the mortgage off on the house, and live in comfort. This is a bright picture to look at, but it will not be with your simply sitting here and indorsing this view, passing good resolutions and making good recommendations, but will come by the active support of each, by a closer understanding, a better acquaintance with each one, and diligent work in the future—all toward solidifying your power.

I hope that I have shown you wherein you have not been called for naught, and that it is well that you are here. If so, I will feel justified in bringing you away from your homes, placing you to the expense and the irksome work of attending a convention, in the heat of the summer. If I have not understood the case, and it was a mistake to bring you here for the reasons as stated above, then I will offer an excuse that I only wanted to get you here to attend the Trans-Mississippi Exposition, which of itself is well worth the price of being called here, and which excuse I would hope to have accepted. Possibly that may have been the principal reason why you have come. If so, I then hope before leaving here that you will approve of this meeting, and the objects for which it was called.

Grain dealers of Dallas, Tex., are receiving wheat by wagons from farms within a radius of 50 miles, and it is estimated that before August 1 the receipts will exceed 2,000,000 bushels.

IN THE COURTS

A suit is still in court involving the loss of some grain in the fire in the Ogdensburg elevator in 1890. This is the case of Taylor & Merrill vs. the Vermont Central, and the amount claimed is \$609. Recently a hearing was given in the case at Bristol, N. H., to determine the amount of damage to be assessed.

The case of Charles H. Bishop, who was suspended from his privileges as a member of the Cincinnati Chamber of Commerce about a year and a half ago, and who sought an injunction against the denial of access to the floor of the exchange, as well as damages, was heard in Judge Murphy's court July 2, and the injunction denied. This is the third legal fight to secure reinstatement.

The referee in the case of the Burlington Elevator Co. of St. Louis, against the American Surety Co., awarded the elevator company \$44,567. The Surety company was on the bond of a contractor, who agreed to build the elevator for \$237,000. The contract was not carried out, and the elevator company finished the job at a cost of \$282,000. The award was the difference between contract price and the cost.

In a recent case in Chicago Judge Gary rendered a decision involving Board of Trade operations. Isaac Myers of Chariton, Ia., speculated in pork in 1896. He was called upon for margins, and, failing to respond, the trade was closed. Myers then sued Brokers C. A. Whyland & Co. for the \$7,000 lost under the gambling statute of Illinois. Judge Gary decided in favor of the brokers the court holding that such operations did not come under the statute.

In the Federal Court at Denver Judge Riner decided a curious case lately, substantially between the Union Pacific and Colorado Eastern railways, and involving the site of the proposed elevator there. The Union Pacific executed a lease for the ground on which the proposed 250,000-bushel elevator is to be erected. The Colorado Eastern stopped the work commenced on the elevator, claiming the ground under condemnation proceedings instituted six years ago, but never pushed. The judge promptly denied the condemnation proceedings of the Eastern Colorado and allowed the lease of the Union Pacific to the grain company to stand.

In the Supreme Court at Mayville, N. Y., before Judge Laughlin, a decision has been given in the case tried some months ago between the S. Howes Co. and the Howes Grain Cleaner Co. The former company was plaintiff and the suit was brought for a permanent injunction to restrain defendant from using the word "Howes" in connection with its business of manufacturing grain cleaning machinery, without other words to distinguish it from the plaintiff and its predecessors. The defendant company had changed its name long before the decision was given, so that the effect of the latter only confirms the position assumed by plaintiff and practically acquiesced in by defendant.

Suit was filed by C. C. Shelton & Co., grain dealers at Chattanooga, against C. D. Smith & Co. of Nashville and the P. D. Williams Grain Co. of St. Louis, claiming damages to the extent of \$13,519.62 by alleged breach of contract. The contract in question, as stated in the bill, was one entered into by Shelton & Co. with C. D. Smith & Co., for the purchase of 40,000 bushels of No. 2 soft red winter wheat at the rate of \$1.15 per bushel. The wheat was stored at Estill Springs, Tenn., and had been resold by the complainants in Chicago. It is charged that 22,743½ bushels were delivered and paid for under protest at the specified price and was inferior to the wheat contracted for. When the complainants received notice from its sub-vendee in Chicago that the wheat was not No. 2 soft red winter, it is stated, they notified the defendants that they would receive no more wheat unless it was the character desired, and it is charged that a further breach of contract was made by defendants refusing to deliver wheat of that grade. The complainants charged that in consequence they were forced to go into the market and purchase

the 40,000 bushels of No. 2 soft red winter wheat, with which to fill their own contract, and to sell the 22,743½ bushels obtained from the defendants at the best price obtainable.

At Toronto, Ont., Judge Morson gave a decision in a wheat purchase case that grain dealers regarded as revolutionary. A farmer sold a load of wheat in sacks to McIntosh & Son, displaying a sample of it. After the wheat was purchased it was found to be inferior to sample, and McIntosh & Son refused to pay for it, except at a reduced price. The farmer brought suit and the judge declined to allow the grain firm to prove that the grain was not up to sample. He held that it was sold in bulk and that there was no warranty. The case was appealed, of course, as it upsets the established way of doing business and the implied warranty of a sample. What is a sample, anyhow, but a warranty?

In the case of the American Steel Barge Company against the Eastern Railway Company of Minnesota, to recover for a shortage in a grain cargo loaded out of the Great Northern elevators at Superior, a stipulation has been filed to the effect that the case should follow the fate of that of the Cleveland Iron Mining Company against the same defendant and involving the same cause of action. This latter case has already been decided in the district court in favor of the plaintiff, and it has been appealed to the Supreme Court. If the decision in that tribunal is in favor of the owners of the boat, the stipulation provides that judgment shall be entered in favor of the plaintiff in this case for the value of 2,449 bushels of wheat, or \$1,947.51. If the decision in the other case is in favor of the railroad company, this case is to be dismissed and costs entered in favor of the defendant. There is a proviso, however, that if the decision for the defendant is based on the ground that the acts of the state weighmaster are conclusive and binding on the parties to the first action under section 7,675 of the general statutes of 1894, but would not be conclusive since the enactment of chapter 130 of the laws of 1893, then the stipulation is not binding.

WAR TAXES ON GRAIN TRANSACTIONS.

An examination of the war revenue law now in operation discloses the fact that the law requires the payment of stamp and license taxes by grain operators and on transactions, as follows:

Cash sales between members require a stamp attached to the invoice of 1 cent for each \$100 or part thereof; but no tax is required on the account of sale, and no tax is levied on sales direct to parties not members of the Board of Trade.

Brokers are required to pay a license of \$20 per year.

A broker's memorandum of sale requires a 10-cent stamp.

Every contract for future delivery requires a stamp of 1 cent for every \$100 or part thereof placed on contract.

All duplicates of contracts are taxable; but a copy is not taxable.

Contracts between a member and a non-member made through a broker who is a member must be stamped.

Private weighmasters are not required to stamp certificates of weight.

The requirement of a stamp on every warehouse receipt, irrespective of quantity or value, does not apply to country warehouses, however, as an exception is made, reading as follows: "Agricultural products deposited by the actual grower in the course of sale are exempted."

This statement does not, however, include all the items of the war tax to be paid by grain dealers and brokers. Thus the tax on a car of grain from country elevator into the city elevator will be somewhat as follows: (1) Telegram making bid, 1 cent; (2) reply, 1 cent; (3) memorandum or contract of sale, 1 cent per each \$100; (4) railway bill of lading, 1 cent; (5) inspection certificate, 10 cents; (6) weight certificate, 10 cents; (7) warehouse receipt, 25 cents; (8) country shipper's draft, 2 cents; (9) commission man's check to pay draft, 2 cents; (10) check remitting balance due over and above the amount of the draft, 2 cents.

This series of taxes is afterward repeated to a less extent, one or more times, on the removal of the grain from the terminal elevator before its

final lodgment with the ultimate consumer or at the seaboard for export, making at a rough estimate the total tax on the average carload of grain in its progress from the country elevator into the ship's hold, say, \$1.

The tax on speculative transactions in grain will be a not inconsiderable burden on that branch of the trade. There is the tax on the transaction at 1 cent per each \$100, and on each memorandum of sale, 10 cents. With wheat at 75 cents, this would amount to 47½ cents on each 5,000-bushel lot in one memorandum, or 85 cents on a memorandum of a 10,000-bushel lot, which would run into money very fast on a busy day's trading.

The question of the incidence is an interesting one. The committee of the Kansas City Board recommended that the shipper be charged with the tax on all sales, cash and future, and such will be, no doubt, the general practice, thus throwing

THE OHIO GRAIN DEALERS' OUTING.

The annual meeting and pleasure excursion of the Ohio Grain Dealers' Association took place at Star Island, near Detroit, June 21 and 22. The members assembled at Toledo, and in the evening of June 21 went by rail to Detroit and then by boat to Star Island, where they arrived about midnight.

Next day a formal meeting of the Association (some 80 members being present) was held, which was presided over by President James P. McAllister, who made an extended address in the nature of a history of the Association and its work.

After some minor routine business, the committee appointed at the meeting of 1897 to carry through the courts the case of State of Ohio vs. John W. Yeazell made a report, showing that the case had



VIEWS OF SOUTH CHICAGO SHOWING GRAIN ELEVATORS FROM YARDS OF THE CHICAGO SHIP BUILDING CO.
Through courtesy of General Manager W. I. BABCOCK.

that incidence upon the country elevator man. As between brokers and their customers on the Board, the customer will, of course, pay the tax, which will bear most heavily on the professional scalpers, since were the commission man to pay the tax, the same would absorb not less than a third of his commission.

The bucket shop men find, temporarily, at least, one redeeming feature of the law and are carefully living up to its requirement, because compliance with its provisions is held by them to be Uncle Sam's recognition of the legitimacy of their deals—a recognition they have long been anxious for. This, however, is a point upon which there is a wide difference of opinion, and when put to the legal test a decision may develop conditions not anticipated by the sanguine dealer in wind.

A Chicago man roughly estimates that the taxes on grain transactions will put about \$15,000,000 into the treasury, which legislators doubtless expected the members of the thirty boards of trade in this country to pay. But will they? The incidence of a tax of this sort is hard to locate by the wording of the law.

been carried through the Circuit Court, which had pronounced the Deaton law unconstitutional. The report concluded with a statement that a sum somewhat in excess of \$83 was due Mr. E. A. Grubbs, a member of the committee, on account of expenses. On motion the committee was continued, being given the same instructions and powers to act as had been given them at the meeting of 1897; also the Treasurer was authorized to turn over to this committee any money he might have in his hands which could be spared from the funds of the Association, not in excess of the balance due the committee.

The following resolutions were then presented and unanimously adopted:

Whereas, The Grain Dealers' National Association is working to advance the interests of those regularly engaged in the grain trade and to relieve them of many of the abuses encumbering their business; therefore, be it

Resolved, That the Ohio Grain Dealers' Association indorse the Grain Dealers' National Association, and recommend that every regular dealer of the state give it his hearty support and encouragement.

Whereas, Many of the hopper scales used in ter-

minal elevators are of such small capacity as to require the weighing of a carload of grain in two and three drafts, thereby doubling and tripling the opportunities for error in weighing and recording; therefore, be it

Resolved, That the Ohio Grain Dealers' Association recommend that the weighing committees of the different commercial exchanges use their influence to bring about the displacement of the small capacity hopper scales, with scales of sufficient capacity to weigh a carload of grain at a single draft.

Officers were then elected for the ensuing year as follows: Percy R. Hynson of Columbus, president; H. S. Grimes of Portsmouth, vice-president; E. C. Wagner of Columbus, secretary; Geo. T. Chamberlain of Columbus, treasurer.

On motion the President was empowered to appoint an Executive Committee of three to act in conjunction with the President and Secretary, who are ex-officio members of said committee. The President appointed M. Gunning of Chillicothe, A. H. Huston of Columbus, and J. W. McMillen of Cavett as such committee.

A resolution tendering the thanks of the Association to the officials of the Columbus, Hocking Valley & Toledo R. R. Co., and particularly to Mr. C. F. Mayer, assistant general freight agent of that line,

This general knowledge and capability was illustrated a few years since by a bill introduced in the Ohio General Assembly making the half-bushel measure the test and method of purchasing grain. The author of the bill was true to the knowing instincts of Americans as I have set forth. He thought he knew, but actually he knew as little of the needs of such a bill as the devil is reputed to know about holy water. It was likely to be set down upon whenever level-headed courts got onto it, and they have, and now earthly glory has passed away to the author of the half-bushel law. This question of how correctly to purchase grain, and how to inspect it, seems naturally to excite and inspire some legislators. A distinguished member of this Association, and as whole-souled and kindly a gentleman as I know of, went at this problem in all honesty and sincerity in the last session of the Ohio Assembly. With the devotion of great labor and time he produced and introduced a bill to ordain a system of state inspection of grain in Ohio. It was labor unworthily bestowed. There was as little need of such a law as for the half-bushel measure test. Why? Because we already had, and we now have, a system of state inspection of grain in Ohio. It has been in operation since 1876, and under the inspiration of experience and fidelity it cannot be excelled by any new system. Let me go back a little. We had a system of grain inspection in Toledo five or six years before 1876. But in that year the Toledo Produce Exchange was organized out of the membership of the old Board of

MEETING OF THE KANSAS GRAIN DEALERS.

The regular quarterly meeting of the Kansas Grain Dealers' Association was held at Wichita, July 7, beginning at 11 o'clock a. m. President Hieatt was in the chair, Secretary Smiley making the record. Some 60 to 70 members of the Association were present.

The minutes of the previous quarterly meeting having been read, Mr. L. Cortelyou of Muscotah read a report, prepared by Chairman Work of Ellsworth (absent), of the shortweights committee appointed to act in conjunction with the committee of the same name of the Kansas City Board of Trade, said report being as follows:

We, your committee, appointed in conjunction with a like committee of the Kansas City Board of Trade to see what could be done in reference to having the various railroad yards where grain is stored fenced and better protected by patrolmen, and urging the railroad companies to put better grain cars into the service, beg leave to make the following report:

Your committee and also the committee appointed by the Kansas City Board of Trade took up these matters with all of the roads leading into Kansas City. While we have not had a reply from all of these roads, and where we have heard the result has not been all that we hoped for, yet the replies we have received show a friendly spirit on the part of the railroad companies, and believe that same has done some good and that the various railroad yards at Kansas City will be more closely watched in the future and that better cars will be put in the grain service and be kept in better repair than heretofore.

While we could have wished for more, we must take into consideration that we are still young; and the attached letters from the various railroad companies go to show that we are beginning to have some recognition and by continued perseverance in a gentlemanly and business-like way we will eventually accomplish our objects.

Respectfully submitted.

H. WORK, Chairman.

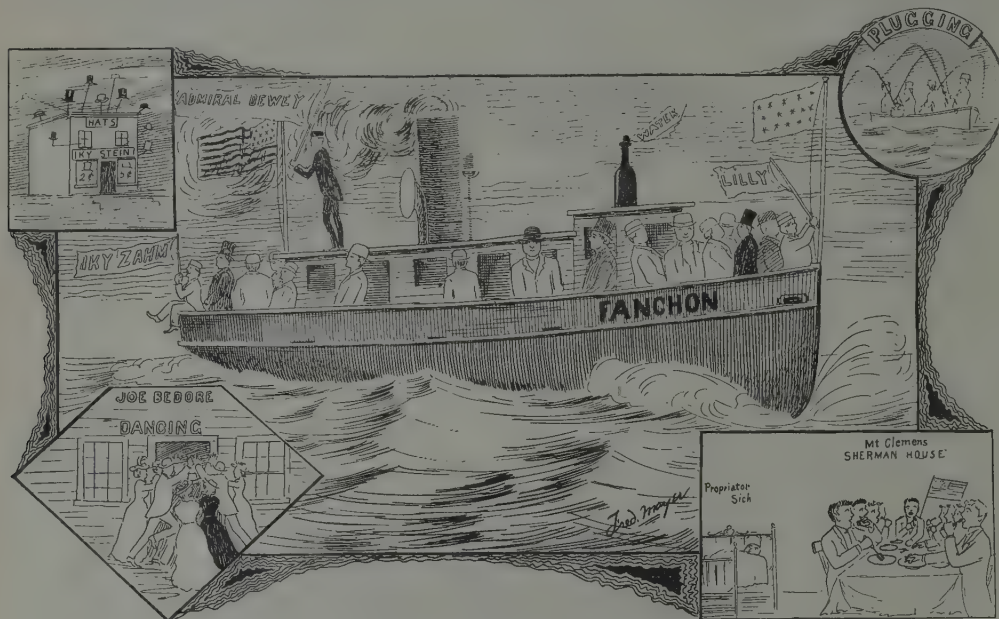
H. R. Williams, Gen. Supt. C. & M. & St. Paul Ry., Chicago, writes the committee as follows: "I have had the matter complained of investigated and find that all of our cars, with the exception of a few of the 28,000 pounds' capacity and smaller (of which class of cars, I am glad to say, we have but few left), have the bevel fillet on the floor, but they are nailed to the floor. Our superintendent of machinery does not consider the fastening of these fillets to the siding would be satisfactory, nor does he consider it advisable to make the same of hard wood, as the tendency to warp and get away from the siding is much greater than where they are of soft wood. The fillets we use are cut to an angle of 45 degrees and are forced against the siding as tightly as possible when nailing them to the floor. There is also provision made for any grain that may lodge behind the lining to find its way back into the car. We do not see the necessity of raising the inside lining of our grain cars as high as the grain would be when the cars are loaded to their capacity, as it would be very expensive and would largely increase the dead weight of the car. The belt rail is of oak, three inches square, and the siding is firmly nailed to this belt rail and the braces. What grain lodges on top of the belt rail can easily be brushed off, and there is no chance for any grain to accumulate behind the lining and be lost to the shippers."

S. Eliance, Gen. Supt. H. & St. J., St. L., K. & N. W., K. C., St. J. & C. B., and C. & B. & K. C. railroad companies, St. Joseph, Mo., writes as follows: "I beg to say that I find in all Burlington system cars, as fast as we can get cars through the shops, the bottom board of lining is taken out and a three-cornered strip placed on the floor against the outside sheeting, so that when grain falls between the lining and the sheeting it will run out on the floor. This has been the practice for the past two years. There may be a few cars that have not been overhauled, but they are changed rapidly. All cars that have had the loading limit raised have had the change in lining made."

H. L. Magee, Gen. Supt. Wabash Railroad Company, St. Louis, writes as follows: "The question which you have been investigating is one that has been receiving the attention of the Wabash Railroad Company, and it has been our rule for some time, in cases where it has been necessary to press old box cars into the grain trade, to see that they are put in condition to prevent leakage. The old box cars of small capacity, however, are, as a general proposition, not of enough value to justify any great expenditure to put them in modern condition, and they are being destroyed in large numbers."

A. B. Bridges, D. F. and P. A., C. M. & St. P. Ry. Co., Kansas City, writes as follows: "In regard to protection of cars loaded with grain, upon arrival at Kansas City, I wish to state that as far as our company is concerned, our yards are patrolled day and night by watchmen and every precaution taken to guard against theft. And I am pleased to report that we have had no claims for shortage within the past year or two."

C. E. Carson, Supt. Terminals, Mo. Pac. and Sa. L., I. M. & S. Ry. Co., etc., Kansas City, writes as follows: "Relative to thefts of grain from cars in the railroad yards at Kansas City, I beg to say that owing to the location of our yards it would be utterly impracticable to have them fenced as suggested. Our yards cover quite a large area and are intersected by



SNAP SHOTS OF THE OHIO GRAIN DEALERS' MEETING AT STAR ISLAND.

By F. MAYER of J. F. Zahm & Co., Toledo.

for courtesies extended, was passed unanimously.

The balance of the time at Star Island was spent by all in having a good time, and everyone present would seem to have succeeded. At 7 a. m., June 23, the Association returned to the D. & C. steamer City of Mackinac, which landed them at Toledo at 1:45 p. m. On the steamer reaching the Magnolia Street wharf, the party were transferred to the steamer Metropolis, and at Madison Street they were joined by the members of the Toledo Produce Exchange. All then proceeded up the river, luncheon being served on board.

When the boat was fairly in motion the company assembled forward, where the visitors were welcomed by President F. N. Quale of the Produce Exchange.

Secretary D. B. Smith, of the Exchange, had also been expected to be present and make an address; but Mr. Smith was ill and could not be present. He sent a letter, however, which was read by Mr. Wm. Morehouse. Mr. Smith, it may be premised, has been connected with the grain trade for over 64 years. Among other thing, Mr. Smith wrote as follows:

In a paper I once read before a deep-water convention at Toronto, I told the Canucks that in one respect we were alike; that we were the most conceited people on earth; that if we did not know it all, we thought we did. There is no end to the advantage of this knowledge. We are all alike. The moment one of us reaches a seat in a state or national Legislature, we know, not only what every great public interest is in need of, but what can be done for the benefit of our individual friends.

Trade, and the association was incorporated under the laws of Ohio, with authority to ordain an inspection system and appoint the necessary inspectors. At a later date the assembly enacted a general law under which all exchanges are organized, and Cleveland and Cincinnati have the same power and authority and the same state system. It is a system far in advance of one which confers upon the state the duty of ordaining grades and other needed detail. In the existing state system at Toledo and elsewhere, commerce makes the grades of grain. What the world needs and uses in qualities and descriptions of grain, that is the test and criterion by which grades are established. So far as Toledo is concerned, in this inspection business, the effort and aim has been, from year to year, to perfect it, as nearly as possible, and to conduct it for the best interests of the producer, in a fair and upright manner, guided by the unerring test that in the inspection of grain and seeds, as in all else, honesty is the best policy.

To these addresses President Hynson replied in behalf of the Association by thanking the Exchange for their hospitality and their cordial welcome.

The balance of the day was then spent at the D. & M. Elevator B, where the most modern system of handling grain was exhibited and explained, this elevator being one of the most perfect houses in the world. The inspection of grain was also similarly explained by Inspector Culver and his aids.

Sampson, Schley, Dewey and the rest of the boys are poppin' it to 'em at the rate of \$500 to \$1,000 a pop, with the big guns, and the rest of us are paying for the pop at the rate of 1 to 5 cents a stamp.—Drovers' Journal, Chicago.

numerous streets, team tracks, etc., so that if fenced there would have to be so many openings left that it would be of no practical value. This company has provided what I consider adequate protection, in the way of policing our yards, to avoid stealage, and I am satisfied that there is very little, if any, stealing done in our yards."

The Secretary explained that he had filed complaints with the railways to the effect that while the minimum carload had been raised, no provision had been made for this increase by some of the roads by raising the inside lining of the car. Replies had been received, and in most instances the cars had been changed, either by raising the lining or fixing the bottom board so that no grain could lodge behind the lining.

The report was then adopted.

Mr. Smiley, Secretary, then made a brief statement of the program of this meeting, which was in part as follows:

I find a wrong impression has been made among a few of the dealers in this part of the state. They have an idea that a man must have an elevator to become a member of this organization. This is not the case. We have many members of our Association having no elevators, who have been engaged in the grain business for years. What we wish to do is to drive out of existence in the grain trade in roving, disturbing "scoop-shovel man."

It has been our custom at former meetings to have papers prepared on different subjects and read by a few, and we consider this all right where a two days' meeting is held; but when a meeting is held through part of one day only, it deprives many of those who have something to say of the privilege. This meeting is called for the purpose of having everyone present make known any grievance he may have against another and to exchange ideas as to how best to conduct the affairs of this Association so that it may be of more benefit to you in the future than it has been in the past.

I will mention a few questions that I know will be of vital interest to each one of you—the shipper as well as the receiver. The most important of these is weights at terminal markets. The shipper in the country buys the grain of the farmer, paying him for every bushel delivered, and consigns it to his commission man not knowing whether his weights will hold out within 1 per cent or 50 per cent. The commission man may be honest and place this grain at an elevator or mill, where he may expect honest weight. The car goes short; he makes the shipper returns, and the shipper swears he will never make a shipment to this firm again. The commission man may be to blame and he may not be. My idea of settling this question (probably as near as it will ever be settled until the common carriers become responsible for the amount of grain received) is for every shipper, member of our Association, to advise the Secretary of the Association of all excessive shortages; to have the latter make a record of these complaints, and if he finds that these shortages are occurring through certain houses, he in turn shall advise the members and they can advise their commission man that they will not accept weights at these houses. To illustrate this more plainly: One of our members, knowing the reputation of a certain elevator, making a consignment of wheat, wrote his commission man that he would not accept weights at this elevator. When receiving his returns, the certificate of weight showed grain weighed through this house and as usual was much short of the shipper's weights. He immediately notified the receiver, calling his attention to the instruction given him. The commission firm at once sent him check to cover amount of shortage. Through organization we can compel these elevators to be honest or go out of business.

Now, in conclusion, I would ask every member of this Association present here to-day to look over the list of our members at terminal markets and give them his business in preference to someone not a member. Don't understand me to say that dealers at terminal markets not members of our Association are not competent or honest, but are we not under obligations to those firms who give us their moral and financial support? As they are members of the same Association as ourselves, should any difference arise between us I am of the opinion the same could be settled more satisfactorily.

Mr. Smiley's address proved to have sounded the keynote of the meeting, which certainly was as "gingery" as any that has been held in the state for some time.

Mr. W. W. Culver, chief grain inspector of the state of Kansas, was the first speaker. He congratulated the Association on the work accomplished by it, saying that he doubted if two years ago the letters printed above would have been written by any railroad man, much less would those gentlemen have paid any attention to or done any work in answer to the grain dealers' suggestions. As to the shortweight question, he confessed it a sticker—he didn't know how to get at it. He had in answer to complaints of certain elevators put two weighers in some of them and had had no complaints since, it being the business of the second man to see that the grain goes up the

leg all the way to the hopper scale. He thought Kansas City weights on the whole as fair as those of most terminals. His office had observed that out of a total of 37,000 cars handled one in every fifteen had something the matter with it. He agreed with the Secretary that the railroads should give a clean bill of lading for grain and be held to such bill. The shortage, however, occurs somewhere about the elevators. He thought the rough handling of cars in the yards and on the belt-line tracks caused leakage. As to the Kansas City Board of Trade's shortweight committee, he agreed that it had done some good, although not as much as it might have done, because, as he thought, it did not occupy a sufficiently independent position, being influenced by personal relations on the exchange.

Mr. Thomas C. Dick of Kansas City thought it unfair to charge all the shortage to the terminals—there might be bad weighing at the country end.

Mr. Culver remarked that no elevator in Kansas City is properly equipped for weighing; and when this statement was questioned by Mr. Dick, he explained that there is no way for finding where or how errors occur; that only one draft of a car is made, no matter what it contains, and only one weight check is made. This practice is universal in Kansas City, and while the Association has called attention to this condition, no notice has been paid to such representations.

Mr. Allen Logan of Kansas City complained that decisions on shortage claims by the committee came so slowly that he has claims still unpassed on that are now seven months old.

Mr. Culver believed the Association could accomplish something if it went at it. It had already killed one police judge in Kansas City who had discharged boys charged with stealing grain from cars; yet he (Culver) was not so sure the said judge was wholly inexcusable for his act, the boys having been hired to do the job by the detective who aimed to protect the elevators. The detective work hunting shortages is mostly done in the railroad yards, whereas it is more needed in the elevators.

Mr. F. D. Stevens of Wichita said a good word for Galveston weights, which in his experience had averaged less than three bushels shortage to the car, while he never shipped to Kansas City without an average loss of 10 bushels per car. In the Territory dealers will accept bids of a cent a bushel less for grain going to Galveston. Galveston does not exact the 100-pound tare taken at Kansas City.

Mr. Cortelyou said this shortage business is a curious question, which might be illustrated by some remarkable stories. On one occasion to test his scales, a car containing 30,000 pounds of grain was sent to Atchison, where it weighed outside the elevator 38,900 pounds, but inside the elevator only 38,000 pounds. The grain was then reloaded and sent to Leavenworth, where outside the elevator it weighed only 38,400 pounds, while inside it weighed only 38,000 pounds; and he, the shipper, is still short 1,000 pounds of corn. Apparently the more grain is weighed the more it shrinks! On another occasion he loaded three lots of ten cars each, which were sent to three different elevators. At one there was a loss of only two bushels; at another a loss of five bushels to the car, and at the third a loss of fifteen bushels to the car! All of which explains why the country shippers will "kick."

It appearing from the remarks of still other gentlemen that Kansas City weights have been very unsatisfactory. Mr. Edson Gregg, of Charles F. Orthwein & Co. of Kansas City, said that a remedy might be found if, as suggested by the Secretary, the shippers would look over their weight certificates, note the particular elevators at which the shortage occurred and strike at them rather than at Kansas City as a whole. If all country shippers would adopt this plan, they could soon compel the offending elevators to change their methods of weighing or go out of business. Mr. Gregg said he knew of cases where that kind of procedure had effected reforms. He himself had shown one shipper that one or two elevators in Kansas City were the ones at which his shortages had occurred. Errors of weighing will occur at both ends of the line. Some country elevator men use only their wagon scales, loading from the bins or the dump; and it is not surprising such men have shortages. But the best way to stop actual shortages is to go right after the houses where the shortages are claimed, and if correct weights are not given to stop doing business with that kind of people.

It being now long after the noon hour, the Association adjourned for dinner, reassembling after about two hours, when President Heart reopened the discussion. He said Kansas City should not be blamed because one or two elevators had gone wrong. His own practice was to notify his commission man not to deal with those elevators. He thought other shippers should do the same, and in that way deal justly with those who do weigh accurately. The Kansas City shortweight committee he thought all right, but as slow as tar going up hill. They should be more prompt and not keep cases waiting for months for a decision. The state weighmaster's office needs strengthening with better facilities in the elevators and the moral in-

fluence of this Association behind the chief. But the main thing is to get after the offending elevators.

W. L. Curtis of Seward suggested that the railroads put in at least one track scale in every county, all cars being weighed there as they reached the scale. The car then would go to the commission man with the railroad's weight attached, and the latter would be held responsible for that weight, and in case of shortage would have to fight it out with the elevator. Shortage of grain would then stand in the same position as to the carrier as does shortage of merchandise, which the railroad now makes good.

Mr. Dick said that all shipping businesses expect a certain amount of shortage, breakage, etc., and by keeping account of these losses, dealers then proportion the whole loss to the volume of business done, and do their buying and selling on that basis. Grain men, he thought, should do the same. One grand trouble with the grain man is that he does his business on too narrow a margin.

Mr. W. T. Kemper defended the Kansas City shortweight committee, which he said is composed of three as reputable men as there are in that city; one a local freight agent, another a receiver, and the third a receiver and elevator man. No men could be fairer; and he knew personally that the committee is hard at work. Only a few days ago they had had eleven grain thieves convicted and sent to jail. At present the committee is busy on this line and will take up claims later. Mr. Kemper said he knew there are some notorious elevators in the city; but he thought President Heart's way of getting at them the best; for there are some honest grain men in Kansas City and they should not be punished with the guilty.

The Secretary having asked if he did not know there were Board of Trade men there who habitually bid more for grain than the market warrants, Mr. Kemper said if there were, the Board of Trade would like the Association's help to root out such men, and he would guarantee that if the necessary evidence were furnished the Board would kick them out.

On motion of Mr. Kemper, the chair was authorized to appoint a committee to confer with a committee from the directors of the Kansas City Board of Trade to make an investigation of this weight question. The chair subsequently appointed as such committee the official board of the Association and Mr. E. W. Moses of Great Bend.

Mr. Edson Gregg, an experienced elevator builder as well as manager, called attention to the necessity of keeping a watch on elevator scales. A scale that weighs true when a house is empty may when the house is filled show a very great variation in its weights, owing to displacement of the mechanism of the scale. All elevator scales, he said, should be built upon independent foundations not subject to settlement when the elevator itself is loaded, and should be examined and tested as often as once a week. Wagon scales are subject to the same rule; and it is a fact that frequently scales that show no variations when a light load is on them will show serious variations when under a heavy load.

Mr. E. W. Moses approved the idea suggested of solving the shortweight problem by getting after the offending elevators directly, having members report losses to the Secretary, naming the elevators at which the shortage occurs, that officer in turn to notify the members.

The Secretary said he had once issued a circular stating that certain elevators were habitually reporting weights short and that he would on application give members the offenders' names. He said he had received about 100 inquiries almost by return mail.

Mr. Dick said if the plan proposed by the Secretary, Mr. Moses and others shall be carried out, the offending elevators within six months will have reformed their methods or have gone out of business for want of business to handle.

Mr. Frank Barrett said some of his shippers give him orders not to use certain elevators, naming them; and he had found by barring those elevators that his shortages are now mainly on grain transferred in car to other points, such as the mills, St. Louis, etc.

Mr. Moses then moved that the members of the Association be requested to advise the Secretary of all excessive shortages, said officer to make a record of such reports and the names of the elevators at which the alleged shortages occur; and if he finds that these shortages are occurring through certain houses he shall advise the members of that fact, without comment of any sort, in order that the latter may, if they so desire, advise their commission men that they will not accept weights at these houses.

This motion was seconded by Mr. Kemper, and was indorsed by the Kansas City men present. Mr. Gregg said the whole question was reduced to a simple question of honesty. He suggested, however, that every shipper should tag the cars with cards bearing the weight, as a check upon the weigher, who, unless he is deliberately dishonest,

will, in case a variation is noted by him, at least reweigh to check himself against error.

On this suggestion an amendment was made to the motion to the effect that the notifications of shortages should apply only to cars having the weights tagged upon each door of the car. The motion as amended was then adopted.

The Secretary gave notice that such tags would be furnished by him to members at the rate of \$1.50 per 1,000.

Interspersed through this discussion of short-weights was a running commentary on the Kansas City Board of Trade's shortweight committee. The Kansas City men all defended the committee and the high personal character of its members, even though individuals might complain of their slowness in making decisions. It appeared that the committee has an immense amount of work to do adjusting claims alone, to say nothing of the work of stopping thieving, etc. This work is all done by three prominent members of the Board, serving without pay. Not a few of the complaints of shortages are those of chronic kickers, who nurse that form of a fad; in many other cases, the evidence, as Mr. Gregg pointed out, is slovenly prepared. It was pretty generally agreed that the Kansas City Board should reorganize this committee on new lines, putting men upon the committee who have the time to devote to its work and who shall not be open to the criticism, well founded or not, that as members of the Board they might favor their fellow members in making or not making decisions or in their treatment of the elevators.

The Secretary called Inspector Culver's attention to certain specific complaints of alleged bad inspection at Topeka, which the Inspector agreed to investigate. The latter suggested that all complaints be reduced to writing and forwarded with all possible details to his office.

The Secretary called attention to the fact that he had been organizing district meetings of members with very happy results and had dates for three weeks ahead to organize other localities. He gave notice that such a meeting would be held at Iliawatha on the evening of July 28. On consultation with Mr. Moses and Mr. Post, it was decided to call such meetings to be held in the near future at Great Bend and at Arkansas City, such meetings to be composed of members, or those desiring to become such, located within easy distance of those cities.

The meeting then adjourned until 8 o'clock in the evening. The evening being very hot, this session was short and informal. The Secretary reported 14 new members added since last meeting, many of whom had been admitted during the present meeting; and after some informal discussion of the work of the Illinois Association with reference to the warehouse law of this state, the meeting adjourned sine die.

CONVENTION NOTES.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., was represented by Ed. A. Ordway.

The following Kansas City firms were represented: Kansas City Grain & Feed Co., by J. I. Reynolds; Chas. F. Orthwein & Sons, by Edson Gregg; John J. Glover, by Allen Johnson; Geo. A. Adams Grain Co., by Geo. A. Adams; Kemper Grain Co., by Wm. T. Kemper; Barrett Grain Co., by Frank Barrett; Moses Bros. Grain Co., by E. W. Moses; Harroun Commission Co., by G. N. Cowsley; H. C. Cowles & Co.; Moffatt Commission Co., by W. G. Hoover; Chas. Counselman & Co., by Jas. L. Pearce; Perine Bros., by R. J. Thresher and H. J. Light; Thos. C. Dick.

Among the elevator men present were the following: L. Cortelavor, Muscotah; J. A. Miller, Abbeyville; Hamburg & Ahrens, Bison; E. W. Moses, Great Bend; D. O. Van of Cowgill & Hill Mill Co., Carthage, Mo.; W. E. Murray, of Wilkins & Murray, Frederick; W. L. Curtis, Seward; Chas. W. Clark, Portland; W. H. Roll, Peck; Hy. Wildgan of Hoisington Elevator Co., Hoisington; U. E. Baird, Anness; B. F. Kelsey, Oxford; John Keefner Jr., Garden Plain; A. J. Brown, of Brown & Brown, Kiowa; S. Dixon, Argonia; G. C. Hipple, Belle Plain; Townsend & Gibbins, by Mr. Gibbins, Andale; C. N. Post and A. J. Hunt, of Texas Grain Co., Arkansas City; W. W. Miller, of Miller & Son, Anthony; Frank Thomaren, Summerfield; S. B. Carter, of Carter & Woodie, Geo. H. Hunter and S. P. Kramer, Wellington; J. A. Nims, Conwayspring; W. S. Mitchell, F. D. Stevens, J. G. Miltner, E. K. Nerling, P. Gould, G. M. Letzenberg, H. C. Hodges, Wichita.

ILLINOIS GRAIN BUYERS.

A meeting of the Illinois Grain Buyers' Association was held at Alton, Ill., July 6, at which time the following list of officers was elected: President, W. D. Sparks of Alton; vice-president, J. H. Duffield of Jerseyville; secretary, M. S. Browne of Brighton; treasurer, W. B. Pierce of Alton.

It may not be generally known that this Association is some fifteen years old, although its membership has been both great and small meanwhile.

Its object has always been to adjust matters pertaining to the trade and the relations of its members, and to eradicate, as far as possible, abuses that creep into the trade, without, however, attempting to modify prices in any way. It now has 40 members, located on the railroads entering Alton and St. Louis. Its meetings are held monthly.

AN ELEVATOR SIGN BOARD.

Probably the largest signs or advertisements in existence are those painted on a number of the Chicago elevators. Perhaps it is natural that a newspaper should not think very highly of sign and bulletin-board advertising as a business proposition productive of results; but the enormous signs on the Chicago elevators are so large that people cannot help seeing them. Their size gives them publicity; that is all that can be asked of any medium. Whether a sign or advertisement produces business depends on the way the advertisement is put and the article advertised.

But we have no intention of writing a homily on advertising, but give the facts about this big sign, which is one of a number on the side and end walls of eight of Chicago's big elevators scattered along the river from the north branch to Eighteenth Street. This one is on the "Iowa." It covers an area of 23,000 square feet. Its length is 320 feet, and its height 70 feet. Some idea of the huge proportions of the letters can be obtained from the



THE IOWA ELEVATOR, CHICAGO, AS A SIGN BOARD.

fact that the letter "S" in the word "Schlitz" measures 86 feet (the height of an ordinary five-story building) from point to point. The diameter of the globe shown is 60 feet, and the width of the belt encircling it is 10 feet. More than a ton of white lead was used in the lettering alone, and to finish the sign required the time of ten men twelve days.

THE TERRITORIES GRAIN DEALERS.

A very successful meeting of the Grain Dealer's Association of Oklahoma and Indian Territories was held at Oklahoma City, June 30. At that time the following resolutions explanatory of the policy of the Association were passed:

Resolved, That it is the sense of this Association that no member of the Association shall buy grain directly or indirectly at any station where another member, or members, were doing business during the crop season of 1897, except by and with the consent of the members, or a majority of the members of the Association doing business at the station.

Resolved, That it is the sense of this Association that its members shall sell grain to members only, where their bids are equal to those of other responsible bidders.

Resolved, That all track buyers making bids in the territory of this Association are requested to bid members of this Association only.

Broom corn in Douglas County, Ill., and adjacent territory is suffering very much from the ravages of the chinch bugs. It is reported the insects fill the air in clouds, and the fields are alive with them. In many cases farmers followed in the wake of the destroyers and replanted the broom corn.

INTER-STATE GRAIN DEALERS' CONVENTION.

An interesting event in the grain trade was the Inter-State Grain Dealers' Convention, held in the assembly room of the city hall building, at Omaha, Nebr., June 15, 16 and 17 last. The convention was the suggestion of W. H. Chambers, the efficient secretary of the Nebraska Grain Dealers' Association, who rightly thought that a joint meeting of the various grain dealers' associations in the territory contiguous to Omaha, held in connection with the Trans-Mississippi Exposition, would be not only interesting in itself, but exceedingly valuable in the results to be obtained by bringing so many dealers, representing so many different yet similar trade interests and conditions, together for consultation. The event justified Mr. Chambers' anticipation, although in some respects the visible results were not as great as might have been expected from the attendance of so large a number of grain dealers as was actually present at the various meetings of the convention.

The plan of the convention included meetings by each of the three associations existing in the territory immediately adjacent to Omaha, to wit, one by the Nebraska Grain Dealers' Association, on Wednesday afternoon, June 15; one by the Grain Dealers' Union of Southwest Iowa and Northwest Missouri, on Thursday afternoon, June 16; and one by the Kansas Grain Dealers' Association on Friday

afternoon, June 17, with a social meeting on Thursday evening and a joint business meeting of all the associations on Friday evening. All the grain men present being expected to attend each of the meetings, whether in charge of his own association or not.

The afternoon meetings were entirely successful, each being well attended; but in the evenings the visitors to the city found so many irresistible attractions at the Exposition grounds and on the "Midways" thereof, that it was found impracticable to hold them to an attendance at that time of day upon the business of the association. A list of those present, made at the Thursday and Friday meetings, showed over 300 grain men present, indicative of a total attendance during the week of not less than 500.

THE NEBRASKA GRAIN DEALERS' ASSOCIATION.

The first meeting of the series was in charge of the Nebraska Grain Dealers' Association, of which Geo. S. Hayes, late of Hastings, now of Lincoln, is president, and W. H. Chambers of Omaha, secretary.

Mr. Hayes in opening the meeting spoke in substance as follows:

It is a great pleasure to open a convention of probably the largest number of grain dealers that has ever met in the state of Nebraska, and it certainly is flattering to meet such a large representation of dealers from the surrounding states as well as from our own. That you have chosen Omaha as the meeting place is a great compliment to Nebraska as well as to the Nebraska Grain Dealers' Association. Not only this, but to one who has watched the vicissitudes of the various local associations it is encouraging to feel that your interest in the association work has brought you here; and the fact that you are here, many of you from long distances, indicates that you believe that results can be obtained from concentrated effort and cooperation.

It has been the custom for representatives of nearly

all large business interests in the country to hold conventions once or twice a year, and it would seem that our business, involving the investment of larger capital and doing the largest volume of business of any should be able to support a live, active organization that will be recognized as a power for mutual benefit. It is hardly necessary to recite the history of the present Nebraska Grain Dealers' Association, but I feel safe in saying, however, that the local association of dealers formed in Holdrege in the fall of 1896, and covering the territory west of Hastings, was really the commencement of the association movement in Nebraska, and from this small beginning we now have an association covering 65 per cent. of the elevators in the state. This only shows what may be accomplished by hard work, and as it has been with our association, so I hope it will be with an inter-state association, and that this meeting should be the means of bringing all the dealers in the western grain belt into one organization.

During the next three days we will have the privilege of listening to able papers upon many topics of interest to the grain trade. The meetings will be open for general discussion, and I hope that when you return to your homes you will feel that the trip has paid you, that you will have gained valuable information, and that you will be better prepared to enter into the next season's business with a determination to make some money yourself and let your competitor do the same.

Mr. W. H. Chambers, secretary, explained that about May 1 it was suggested to him that this kind of a joint meeting for the exchange of ideas would be beneficial to the trade generally, if held at a time when all could attend. He had therefore developed the suggestion which has resulted in this meeting, which in point of attendance has really exceeded all expectations. He continued by reading a paper on "Why Do We Meet," which is published elsewhere in this number, in explanation of the objects sought to be obtained by this joint convention.

Mr. O. A. Cooper of Humboldt was on the program for a paper on "Have We Benefited by Association Work?" but on account of poor health pleaded an excuse. Mr. H. E. Clark of Stella, also down for a paper, was unable to be present; while Geo. J. Le Beau, chief weighmaster at Chicago, down for a paper on "Weighing at Chicago," was called elsewhere by a death.

Mr. J. C. A. Hieller, Chief Grain Inspector of Missouri, who was unable to be present, sent, however, a communication on the subject, "The Weight Shortage Question in Missouri," which was read by the secretary as follows:

Inter-State Grain Dealers' Convention at Omaha—Gentlemen: Having been invited by Mr. W. H. Chambers, secretary of the Nebraska Grain Dealers' Association, to attend your convention, I am very sorry indeed that prior engagements prevent me from availing myself of the courtesy extended, and from treating myself to the pleasure of meeting and exchanging views with you on subjects of common interest to us. But while I am unable to attend in body, I am nevertheless with you in spirit in all things that tend to secure the grain dealer honest, efficient inspection and accurate weights.

I cannot call to mind just now one single complaint that has reached me from officers or members of your Association during the last year on the subject of inspection, as far as it is under my control in this state. If members of your organization have complained on that point, they either did not send the complaint to me, or if they did, they failed to state that they were members of your body. On the formality, I presume that there is little ground for complaint on that score in this state. If the inspection service, as far as it is under my control, is not entirely perfect, it is simply due to the fact that no human agency can be entirely so. I assure you, however, that as far as faithful vigilance and honest expert skill can make the service valuable and satisfactory to you, I am diligently endeavoring to make it so. I shall at all times be glad to receive from your officers and members hints and suggestions for the improvement of the service.

Next in order and of equal importance to you is the question of honest, accurate weights. Under the laws of Missouri the only place where I am authorized to employ public weighmasters to supervise the weighing of grain is at regularly licensed public warehouses. To these warehouses the state law gives the option to weigh grain either on track or on hopper scales. If they elect to weigh on hopper scales they can do so. They can and do furnish and operate their own scales. All the authority our weighmasters have is to examine and test the scales and to note and report the weights found on the beam. The number of public warehouses at St. Louis and Kansas City and the business done at these places are small compared with the number of private warehouses and the amount of grain handled by the latter and at the mills and wagon tracks of the railroads. I believe that a comparison of weights taken at public warehouses, under supervision of a state weighmaster, with those taken at private warehouses, mills and wagon tracks will show that the former are far more satisfactory on the average than the latter. But while this is the case, I do not claim that the weights reported by the state weigher are always the same, or nearly the same, as those claimed by the shipper. I freely confess that it would be more satisfactory to me, and that I would be more willing to guarantee absolute accuracy and correctness of weight, if our state law compelled all grain at the public warehouses to be weighed on track scales under the sole and entire control of our state weighing department. I have called this fact repeatedly to the attention of the Railroad and Warehouse Commission in my official report to them, and they have generally indorsed my opinion and submitted it to the Governor, the Legislature and the people of this state in their public

reports, but so far nothing has been done in the direction indicated by myself, and the old law still remains.

Now I submit to you, gentlemen, that a law that compels a state weigher to take the weights at the hopper scales at the top of the elevator makes the weigher dependent upon the honest and intelligent co-operation of the employees of the elevator for correct and accurate weights of the grain handled by them; or, in other words, dependent upon the honesty and intelligence of the very people he is to watch. Do not misunderstand me. I do not impugn the honesty of these people. Elevator men as a rule are as honest as any other class of men. They understand that in business, as well as in anything else, honesty is the best policy, because it pays the best in the long run. Dis-



PRESIDENT GEO. S. HAYES, LINCOLN, NEB.

honesty and carelessness are the exception among them, and it is against these exceptions that the grain dealer should be protected. Honest and careful elevator men will not suffer by or through a strict supervision by the state. In order to carry out a proper supervision of weights, grain should be weighed on track scales owned and controlled solely by the state.

I do not know whether it would be constitutional or practicable for the weighing department in this state to compel the weighing of grain consigned to private elevators, mills and wagon tracks on the scales provided by the department; but even if it was, I am



SECRETARY W. H. CHAMBERS, DES MOINES, IOWA.

afraid that shortages might still occur unless the railroad companies would so fence in their tracks that all grain hauled by wagons would have to pass over the scales at the entrance to the yards, and all approaches to these yards be guarded by honest and diligent watchmen. Very few of the yards at St. Louis or Kansas City are so fenced in and patrolled sufficiently to prevent pilfering into wagons or sacks carried on the shoulders of the pilferers. The fact that seals may be found intact does not always show that cars have not been broken into and robbed. Even where grain is weighed on wagon tracks, although the weights have been given exactly as found on the beam, the weights may nevertheless be incorrect, unless the weigher has taken the precaution to look into the empty wagon to see whether a boy or a man may not be found lying flat on his back in the empty wagon-box in order to make the tare bigger.

The Railroad and Warehouse Commissioners of Mis-

souri, who are elected directly by the people, control the weighing and inspection department of the state. As I stated in the beginning, they are empowered only to regulate the weighing and inspection of grain at public elevators, unless inspection is called for on track or at mills and private elevators. They can go no further than the law permits them. Even though the elevator people elected to have all grain weighed on track scales of their own, under supervision of a state weigher, results might not be absolutely satisfactory. I have in my mind one elevator in Kansas City, where grain is weighed on track under our supervision. Our weigher is absolutely reliable and the scales were tested time and again and found to be in good order; yet shortages would be claimed by shippers all the way from 500 to 1,000 pounds. A joint committee, appointed by the Railroad Commissioners and the Board of Trade, investigated this matter for over three weeks; they hired experts and detectives, and yet weights taken on cars were all the way from 300 to 800 short of weights taken at other scales in the city. How do you explain that? There was but one possible avenue for deception, and that might have been a secret mechanism controlling the action of the scales in such manner that the experts and detectives were not able to find it out. I am not ready, however, to say that such a secret mechanism existed. Had the scales being the property and under the sole control of the weighing department even this means of deception would have been prevented, if it existed at all.

There are many more things that might be said on this question, but this paper is already too lengthy. Just one word about hopper scales. I am sorry that I cannot inform you just at present of the capacity of these scales at Kansas City, Mo., but as far as St. Louis is concerned every elevator is equipped with scales large enough to weigh 1,000 bushels at one draft, although they have some in several houses that are not so large. I believe that hopper scales should be large enough to weigh an average carload at one draft. It would prevent the possibility of making mistakes in notation and addition. Moreover, scales of small capacity are often overloaded, and when they are they bind and fail to register accurate weights.

In conclusion, permit me to ask you that if at any time you have any suggestions or recommendations to make, write direct to the Chief Inspector at St. Louis, Mo., or to the Board of Railroad and Warehouse Commissioners at Jefferson City, Mo. Some of your organizations send their communications to the Governor of Missouri, but under our law the Governor has nothing to do with these matters, and he invariably sends them to the Commissioners, who refer them first to the Chief Inspector for investigation and report. A great loss of time is thereby entailed and matters are often past adjustment before they reach proper authorities.

The secretary then read an important report upon the work done by him in Nebraska during the period since the last public meeting. This report, for various prudential reasons, it was deemed best by him not to publish at this time. The document is, of course, accessible to all members who desire full details of his more recent work. It appeared, in passing, that of about 800 elevators in the state, in the neighborhood of 100 are so situated as not to be eligible to membership in the association. Of the remaining 700, nearly 450 (at the close of this meeting) were members of the association.

The secretary's report having dwelt upon the fact that there was need of more cash income in order to keep the work of the association up to the high mark of the past, President Hayes suggested that there ought to be a more systematic effort by the members themselves to increase the membership. Every elevator eligible to membership should be enrolled, in which event the treasury would have ample funds to carry on its work uninterruptedly and vigorously.

The secretary said that at present the treasury was in funds, but in amount hardly enough to carry on the work as it had been until August, when the next payments would be due. He suggested various ways for curtailing expenses, which would be practicable were it not for the fact that such lopping off of expense would at the same time very materially handicap the secretary in the work which especially needed pushing by confining him to his office, now in charge of a very competent clerk. The maximum dues per elevator are now \$6 per annum, but that sum is not sufficient unless all the elevators in the state are members. The governing board of the Association have power under the constitution to raise the dues to 75 cents per elevator per month, \$9 per year, but hesitate to do so without the special approval of the Association.

Mr. W. W. Cameron of Chester moved that an additional assessment of 25 cents per elevator per month be made. He said he felt the work done had been so valuable that he for one could not afford to have it fall off, either in quality or quantity.

After some further debate, it was, on motion of Mr. Crittenden of Omaha, representing the Central Granaries, supported by Mr. Peck of Omaha, representing the Trans-Missouri Grain Company, the two most extensive grain operators in the state, ordered that the monthly dues per elevator be raised to 75 cents, such increased rate to continue so long as the governing board of the Association deem it necessary.

It appeared on account that there were sixty actual members of the Association and also twelve dealers not members present, most of the latter at the close of the meeting, however, becoming members in the method prescribed by the rules of the Association.

The following resolution was then adopted:

Whereas, The hopper scales in the old elevators at central grain markets are so small as to necessitate

the weighing of a carload of grain in two and three drafts, thereby doubling and tripling the opportunities for errors in weighing and recording; therefore be it

Resolved, That the secretary of this Association be instructed to petition the weighing committee of each market to have the old-time small-capacity hopper scales displaced by up-to-date scales of sufficient capacity to weigh a carload at a single draft.

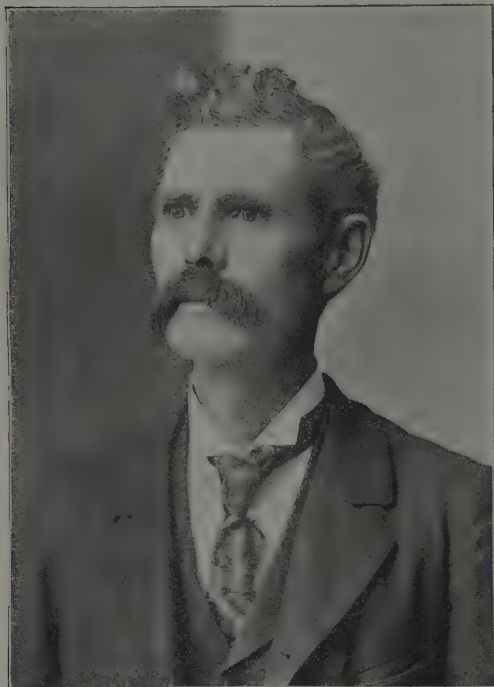
[This resolution was subsequently adopted in the same form by the Grain Dealers' Union of Southwest Iowa and Northwest Missouri and by the Kansas Grain Dealers' Association.]

Mr. Jos. Tighe of Wabash thought there should be in the association treasury a special fund, to be used for the purpose of securing new members, and suggested that an assessment of 50 cents per elevator would be sufficient. It appearing on the representations of the secretary that the 75-cent rate for dues now in force would raise ample funds, the matter of a further assessment was dropped.

On motion of Mr. Cameron the meeting adjourned sine die.

THE GRAIN DEALERS' UNION OF SOUTHWEST IOWA AND NORTHWEST MISSOURI.

The meeting of Thursday, June 16, was in charge of the Grain Dealers' Union of Southwest Iowa and Northwest Missouri, Mr. D. Hunter of Hamburg, Iowa, acting as chairman and Mr. George A. Stibbens of Coburg, secretary. The session began about 2:30 o'clock with a large attendance of dealers of



PRESIDENT D. HUNTER, HAMBURG, IOWA.

those states, as well as visitors from Nebraska and Arkansas.

The program was opened by President Hunter, who spoke as follows:

As the Iowa and Missouri Association was the first organization formed west of the Mississippi River for the purpose of eliminating the scalper, or the scoop-shovel man, from our midst, I will endeavor to give you a history of its formation and workings up to the present time, and will be as brief as possible, making it as plain as possible from memory, as I have kept no notes.

The year 1895 we raised the enormous crop of 2,250,000 bushels of corn, and in 1896 2,360,000,000 bushels, and other grain in proportion, and at the same time we bred an enormous crop of scalpers. Speculators wanted to crib corn at nearly every station, and where they could not get the regular dealer to do this for them, they would hire some retired farmer, or some merchant who never advertised or read the papers, and consequently had no business, who would be glad to take the job for one-half cent or less to do this cribbing, and in every case a new scalper was born. For when he was through cribbing for the speculator he thought he could see the way to wealth by handling corn and wheat for himself on one-half cent margins, which he proceeded to do. His banker would help him out by paying his drafts, and in many cases it was the same banker who had had the business of the regular dealers for years and made a good thing of it. (By the way, this might be stopped if the dealer would show it up to the banker in its proper light.)

Well, the consequence of all this was that we had from one to three such grain merchants in every town and the regular man had to take a back seat or do business at a loss, especially if he owned and operated an elevator. Then it dawned upon a few dealers that matters were becoming desperate and that we would have to organize for our protection. Mr. R. R. Palmer then wrote quite a number asking their opinion, to which he received a good many favorable replies. He

then called a meeting in Creston, in February, 1896, to which only nine responded, three of these being residents of Creston. This did not look very favorable, and we adjourned without action to meet at Red Oak, Iowa, at which time there were thirty present. We proceeded then to organize under the name of the Grain Dealers' Association of Southwest Iowa and Northwest Missouri and elected R. R. Palmer, president; G. A. Stibbens, secretary; E. A. Vanschook, vice-president; J. B. Samuels, treasurer, and a governing committee of seven, including the president and the secretary. Nineteen joined the Association at that time and the fight on the scalper commenced through our secretary. And right there he showed the metal he was made of. He waged a war that I believe in the hands of any other member of our Association would have been a failure; but he brought us through with the stars and stripes above us, and to-day, instead of from one to three scalpers in every town, I don't think that you can find three in the territory covered by our Association.

To show the struggle that we had to keep our heads above the water at first, I will mention the first call for a meeting of the governing committee. There were only three present, the president, the secretary and myself. The president thought there was no use trying to hold up any longer and that we might as well drop it. The secretary and I did not agree with him and told him we would stay by it, and took it upon ourselves to appoint four new members on the committee, who agreed to serve, after which we had no further trouble on that score, and the Association gradually grew up to a hundred members, which takes in nearly all the reputable dealers in the territory we cover.

Several St. Louis and Kansas City commission houses joined the Association and gave us hearty support in our fight against the scalpers. Some of the commission houses would not give in at first, claiming that they had the right to buy of any person who has grain to sell. We acknowledged the right, but told them firmly if they chose that line they would have to get along without our business, which they did for a while, but finally came over to our side. Then a new trouble sprang up. We found scalpers in the cities as well as in the country, who were a menace to the regular commission man as well as to the shipper. They would buy from anyone who offered grain, and we were a long time in getting rid of that class of brokers, but by united efforts we succeeded. Then sprang up still another factor, the man styling himself "purchasing agent." He would have the names of half a dozen houses to buy for and would buy from farmers, merchants and scalpers, and when we would make it too hot for him with one house to do business, he would simply switch over to some other house, and it kept us guessing for some time what he would do next. We kept after them, however, and finally ran them to the end of their string, which practically ended our troubles with the scalper.

And then they cried, "O Lord, what next?" We did not have to wait long before we found out. The dealers not being satisfied with their troubles with the scalpers, commenced on one another. And here let me read an extract from "The American Elevator and Grain Trade," being a part of a paper read before the Kansas Grain Dealers' Association by H. Works of Ellsworth, Kans., which hits our case exactly:

"In treating of this subject I will, in an informal manner, try to present a few practical ideas that have impressed me in my experience in the grain business. As to the remedies for the evils, they are merely suggestions, and as to their practicability I am not fully assured at this time. I know of no better way of protecting our interests than by becoming members of this Association and acting in unity in the correction of the existing evils of the trade. In fact, to my mind, unity will be found to be the secret of success.

"Undoubtedly you have all heard expressions to the effect that of all the occupations followed by man, none of them contains more fools than the grain business. I do not accuse any member here of being of this class; yet we must admit that there is too much truth in the above statement, and to this one fact I lay the cause of our trouble. By this I mean that on account of our bickerings and petty jealousies we defeat united effort in any direction, and all are left to the tender mercies of what other people see fit to grant us voluntarily, without being able to demand our rights. Heretofore we have been a divided house, which cannot stand. United we could demand and obtain our rights. Other lines of business have their associations and unions and make them a power that is felt in the demand for their rights. Is there anyone here will say that if three-fourths or two-thirds of the grain dealers of this state were united in a well managed association they could not remedy many of the existing evils?"

Some of you present know wherein that article hits our case, and for your benefit I will tell what I know about it.

At our meeting in December, 1897, it was decided to put a man on the road to look after delinquents and solicit new members, and I was chosen to go out. I had made arrangements to start out on the 10th of January, but one of our members from Missouri wanted me to go down in his country and see if I could not do something with the dealers to get them in line. He was so persistent that I consented to go, and started on the 3d instead of the 10th, and found the business in even worse condition than he had represented it—four towns in a circle, all trying who could pay nearest the top without loss, and all on account of little jealous bickerings, with no scalper to bother them, but each going into the other's territory and bidding the price up. Now, most of these men had been members of our Association and had dropped out without giving any reason or asking the governing committee or secretary for help; and this little fight among themselves was the cause of it all. They could not see any good in the Association. I stayed with them a week and reasoned the matter with them, until finally they all joined the Association again and are now working more harmoniously than ever before.

I had only fairly gotten through with that case when

the secretary reported another and another, until I put in six weeks riding nights and working days before I got them back into line. At some points they pool the issue; at other points they put up a forfeit not to break the contract I wrote up for them; and so far as I can learn they are living up to their agreement in every case. And now through a friendly feeling toward each other, brought about by being members of this union, instead of waiting for the third party to come between them in case of trouble, they get together and patch it up themselves. This they would not do before becoming members, and I consider this in itself worth tenfold to the dealer the amount that he would pay out to the Association.

We now have fine prospects for raising another enormous crop of grain of all kinds in this section, and it behooves every member to remember what we had to contend with in 1895-96 and prepare himself to stand by his brother and fight the scalper, who is bound to appear if this crop matures. I would advise every member to give his support to the National Association, which I believe, if well supported, will do all grain dealers a great amount of good in the future. They have in their secretary an untiring worker in our behalf on lines that our Association cannot well handle and he has done a great deal of work in the past year without any compensation whatever. While it is true that his labors have not yet borne desirable fruits, it is blossoming and the fruits will appear in good time, but he must have financial aid to carry on his work, and must be compensated for it also. If you cannot see your way clear to come to his aid now, study the matter when you go home, confer with your partner and act as you think best for yourselves and your neighbors.

Now in regard to your intercourse with the railway people on whose roads you do business. Try to make your relations with them pleasant and harmonious and I can assure you that they will aid you in every way



SECRETARY G. A. STIBBENS, COBURG, IOWA.

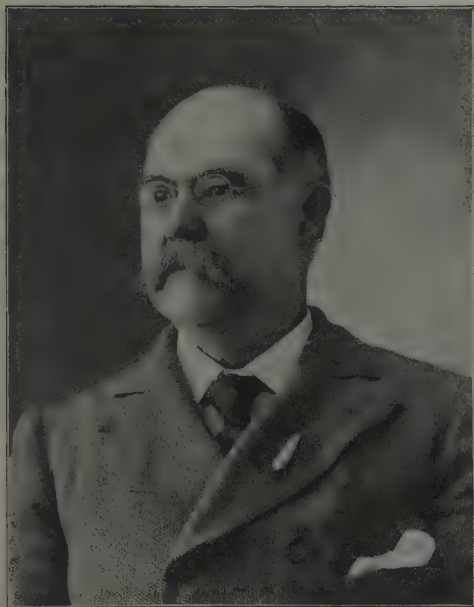
in their power. If you have any slight grievance which looks as though the railroad people are to blame, don't flood them with a lot of useless correspondence until you have investigated thoroughly and find that you have been actually damaged by the railroad company and that your claim is just and right. Then make your claim and make it as plain as possible at first, which will save an immense amount of correspondence, and I will assure you that you will have no trouble. If you would stop to consider the amount of useless correspondence the railroad people have to handle you would not be surprised at their being skeptical regarding claims made, whether just or otherwise.

Most of our members do business on the C., B. & Q. and the K. C., St. Joe & C. B. railroads, and I am glad to note a more harmonious feeling existing between the officials of those roads and the dealers thereon since our organization. The railroad people have shown us a great many favors, for which I take this opportunity of thanking them in behalf of our Union.

Mr. Clark, secretary of the Grain Dealers' National Association, presented a paper on the topic, "How to Overcome the Competition of the Irregular Grain Shipper." Some familiar methods were proposed, the most direct of which was the proposition that the regular dealers endeavor to secure the adoption at all stations of a local ordinance requiring every dealer to execute a bond in the penal sum of \$100, or to deposit with the municipal treasurer a like sum in cash, conditioned on the said dealer's remaining in business in the said location for the period of one year; or to require of said irregular and itinerant dealers the payment of a license fee of \$25 per month.

Mr. E. J. Noble, chief grain inspector at Chicago, was called upon. He began by making a stirring address on the state of the nation which was both eloquent in manner and patriotic in matter and clearly touched the popular chord. Mr. Noble is in sympathy with the war as such and is not afraid of the effects of the possible extension of our territory beyond the seas as a result of the war. He then went

into a hasty examination of the grain inspection methods in vogue in Chicago, which was even more keenly listened to than were his previous interesting remarks. He facetiously suggested in opening that his department handled, perhaps, more grain than any dealer present—over 310,000 cars during the year last passed. The department, he admitted, was not infallible; dissatisfaction with its work had been reported; but the fault is with both the shippers and the department. The department does endeavor to do the square thing. The system is as nearly perfect as it can be made, and is substantially as follows. The grain in cars is on arrival set out by the roads on inspection tracks which are visited daily by the inspectors and helpers, who begin work at 6 o'clock a. m., their task being finished by noon each day and before bills of lading reach Chicago. The inspectors therefore have no means of identifying the owners of the grain—they can't know at the time they inspect a shipment who is interested in it either as shipper or receiver. Grain can be inspected a second time on appeal from the first inspection. There is, moreover, no incentive for inspectors to be crooked in their work. Their places are permanent and their salary, \$150 a month, a good one. Not a single track inspector now employed has been in the service less than ten years and some have been at work for thirty years. The job is worth keeping. No one who is known to be a drinking man has now or would be allowed to hold a place in the service. The inspectors' work covers an average of over 1,000 cars daily. The past year, including the Leiter episode, was a hard one and the volume of work was immense; yet there was but little dissatisfaction



PRESIDENT N. B. HIEATT, WILLIS, KANS.

recorded. Mr. Noble urged the grain men to investigate personally the Chicago inspection system more thoroughly than most of them have, believing that if they did so they would have more confidence in the system. He called special attention to the large amount of corn inspected as rejected at this particular season, the germinating season, which he said was largely due to the bad methods of cribbing. This class of corn should, he said, be sorted in the ear before shelling. The careful cleaning of wheat would also raise the grade of much otherwise good wheat. Any quantity of grain is graded low simply because it is dirty and needs cleaning. He said that if the grain dealers' associations would send committees to investigate the operations of the inspection system, the department would take great pleasure in entertaining them and in showing them the practical work; and he assured them that they would learn a good many things that would be of benefit to them in their business. Continuing, he said, the department has no friends. It gets its kicks from every quarter—from shippers, from receivers and from the elevators. On the other hand, it has no pets. Its employees are liable to errors of judgment as are other men and no two men will grade the grain in a line of cars exactly alike; but the inspectors do try to grade as uniformly as possible. Mr. Noble further suggested that if shippers having "kicks" to enter would communicate them at once to the consignee of the grain and not to the inspection office, their troubles would be got at much more quickly. The consignee can find the cars quickly and stop unloading at once, while the inspection office has to go through all the work of finding the consignee and then the car before anything can be done. In calling for information, the quickest replies are obtained by those who give full details of the kind of grain, the date and road of shipment, number and initials of car, etc. In send-

ing samples, use a cloth and not a paper sack. The latter holds moisture while the former does not and dampness of the sample may lower the grade. The sample may therefore not deal fairly with the lot itself which in the car will probably dry out.

H. C. Miller of Omaha was then called on. He defended the grain brokers, who, he said, are not scalpers, or scopp-men, but legitimate agents of shippers and representatives of legitimate buyers, executing the orders of each and performing service for both. He knew of no brokers who were scalpers, but, rather, the brokers acted with the regular dealers to protect the business from the scalpers. Mr. Miller then "got after" the railroads, who, he said, would be asked to give Omaha dealers the same privileges now given to Kansas shippers so that the Omaha grain trade could be recovered. He thought that ultimately the government would have to own the railroads.

Secretary Stibbens then read a paper entitled, "What a Secretary of a Grain Dealers' Association Has to Contend With, etc.," which will be published in a future number.

An invitation was here presented by a representative of the Cudahy Packing Co. of South Omaha and the U. P. Railroad Company to the convention to visit the Cudahy plant on the following morning, which invitation was accepted.

Adjourned sine die.

THE KANSAS GRAIN DEALERS' ASSOCIATION.

The Inter-State Grain Men's Convention closed with the meeting in charge of the Kansas Grain Dealers' Association, of which N. B. Hieatt is president and E. J. Smiley, secretary. This meeting was held on Friday, June 17, the attendance being very large.

President Hieatt opened by a few well timed remarks on the "Scoop-Shovel Men" and the men who buy from them. Most commission men he said, now deal only with the regular grain dealers, and so far as he was individually concerned, he was in favor as a grain shipper of discontinuing doing business with any commission house that did business with scalpers. The question is sometimes asked by the commission merchant, How can I refuse to take the scalper's business? "I don't just know how it can be done, but I believe it can be done," said Mr. Hieatt. At any rate, country dealers should stop doing business with commission men who do take the scalper's business; and "I believe the country dealers can get rid of the scalper in that way if we want to." The commission men know the regular trade is the best for them to handle, and if they can't get that business on their merits, they'd better quit. He believed in associations, and he went so far as to refuse to ship to any commission man not a member of the Kansas Association. He had occasion once to turn down a commission man who, though not a member of this Association, had solicited his business; and when he explained why, the commission man said, these association commission men only want to advertise themselves. Mr. Hieatt thought it a good advertisement. He concluded by asking all members to join him in refusing to patronize any commission men not members of the Association.

The secretary then read a paper entitled, "What are we here for?" which will be published in a future number.

Mr. A. H. Bewsher of Atchison, Kans., followed with what he modestly termed "only a suggestion for a paper" entitled "Written Contracts," which will be published in the next number.

Mr. E. D. Bigelow, secretary of the Kansas City Board of Trade, being present, was called on. He commended Mr. Logan's paper to the attention of the dealers present; for the integrity of individuals in the grain trade, he said, is indeed the backbone of the business. He added that the question of shortage was an important one, and the Board of Trade of Kansas City has been doing what it can to correct this trouble. The trade of Kansas City in grain is bound to grow, and, recognizing that fact, the Board is trying to make the market as satisfactory in every way as possible to the dealers naturally shippers to that market. The tendency of the grain raised in the West is to go southward for export, and not to the East, and a very large per cent of the grain exported had, in fact, during the past year gone out through the southern ports. He also urged the dealers to make a point of using written contracts, as suggested by Mr. Bewsher of Atchison. In his judgment the associations would do well to have drawn for them and to use a uniform form of contract, which dealers would find of immense value to them. He congratulated the associations on their work thus far accomplished, and thought they would be of great value to the trade if well managed. Much good has already been done, but the questions taken up must be handled in a business like way.

It was then moved and carried that it be ordered that the members of this Association in the future use a written contract for all agreements for purchases of grain from farmers.

Secretary Smiley then proposed the subject of fire insurance rates. He thought something ought to

be done by the Association to keep down the rates; and he suggested that some action on this line would help to keep some of the doubtful members in the Association. There are now 326 members, controlling 512 houses, and only 12 fire losses (the largest loss not exceeding \$3,600) have occurred among them. He suggested the formation of a mutual company to include only members of the Association.

It appearing that there might be some legal difficulties in the way of forming a mutual company, to be of immediate use for insurance, Mr. Bewsher suggested that united action to secure a rate on a line including all the houses in the Association from a regular company would probably secure a satisfactory rate.

On motion the Secretary was instructed to obtain bids for such a line of insurance on behalf of all the risks in the Association, the Kansas Millers' Mutual Company to be included in the list of companies who should be invited to make a rate proposition for the complete line.

On motion of Mr. Allen Logan a vote of thanks was extended to the Union Pacific Railroad Company for favors extended to the members, and to the citizens of Omaha and the Cudahy Packing Co. for courtesies received at their hands.

Adjourned sine die.

CONVENTION NOTES.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., was represented by Edw. A. Ordway, Kansas City agent.



SECRETARY E. J. SMILEY, CONCORDIA, KANS.

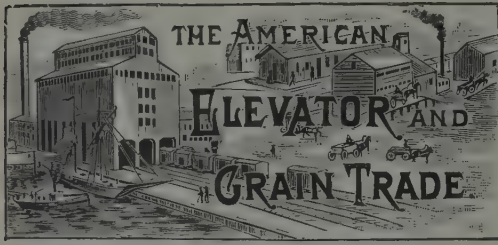
Chas. F. Orthwein & Sons, receivers and exporters of Kansas City, gave out as a souvenir a neat black Russia leather card case.

Secretary Chambers' program of the meetings, the design being an ear of corn still in the husk, was a distinct hit. Everybody wanted a copy "to take home."

Twenty-five elevators were added to the Nebraska Association's membership by the convention, while the Iowa and Missouri Union added more than half a dozen new members.

Among the visitors were the following. J. B. Jones, Chief Inspector of Nebraska, Omaha; E. J. Noble, Chief Inspector of Illinois, Chicago; Wm. Smille, Supervising Inspector, Chicago; C. S. Clark, secretary Grain Dealers' National Association, Chicago; E. D. Bigelow and J. O. Bradenbaugh, delegates Kansas City Board of Trade, Kansas City; W. J. Davenport Asst. Div. F. & P. A., C. B. & Q. Council Bluffs; H. C. Brown, A. G. F. A., K. C. N. W., Kansas City; H. O. Phillippi, A. G. F. A., Mo. P. R. R., Omaha; G. Thornberg, C. Agt. C. R. I. & P., Beatrice; E. O. Miller, C. Agt., C. R. I. & P., Lincoln; J. L. Rogers, K. C., F. S. & M., Kansas City; G. W. Talbot, C. M. & St. P. and D. M. N. W., Des Moines; C. J. Lane, A. G. F. Agt., U. P., Omaha; E. G. Osman, representing the "American Elevator and Grain Trade."

There is to be no quarter given to operators of Chicago bucket shops. John Hill Jr. is preparing to give notice to the owners of buildings renting to bucket shop proprietors that he will apply to the grand jury hereafter to include the names of the owners of buildings where the bucket shops are operated, along with the names of the bucket shop proprietors.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1898.

Official Paper of the Illinois Grain Dealers' Association.

THE PROBLEM OF THE SCOOP.

The track-loader, like the poor, is with us always. Of course he is not at all times in evidence, but reappears each season with the new crop. The man with the elevator is always on hand; the man with the scoop comes exactly the same time as mosquitos. A new crop is here and the old problem again presents itself. It is not good morals and is against the law to "slug" the adversary, and besides he may be built on the wrong plan to make the attempt successful. Evidently, if he is to be crowded out, it must be by making the conditions unfavorable for his growth and development.

How can this be done? A number of suggestions are made by correspondents in this issue. It is the consensus of opinion that coöperation is necessary between the railroads and regular dealers to eliminate him as a factor. And the receivers should lend a hand too. A suggestion from one correspondent is to the point here. An active young man would be an invaluable aid in locating the receiving ends of the track-buying business.

A reform of the abuse, to be at all worthy the name, must be along the lines indicated. It is folly to look for coöperation from local authorities to help suppress the scoop-shovel man. It might be secured in a few instances, but in the generality of cases the local people like to see competition and lots of it in grain buying, for that is what brings farmers to town. And to be at all effective, the coöperation of several thousand village and town boards would be necessary, to secure which would be a herculean or impossible task. The railroads are much more likely allies, and were they unhampered by state laws in regard to

furnishing cars, could settle the whole question by a single word. And even as matters stand they could pay the elevator man for his services and give him a leverage on unfair competition. Coöperation along this line is obviously the remedy, not forgetting to invite the aid of the receivers. The settlement of the question is bound to come sometime, and the sooner everybody gets in dead earnest about it the sooner it will come.

BEGINNING OF VOLUME XVII.

In incidentally calling the attention of the reader to the fact that this number is the first of Volume XVII of the "American Elevator and Grain Trade," and that, by the way, it is also the largest number the paper has ever issued, containing 52 pages, the publishers beg to present their compliments to the trade, heartily wishing the members thereof continued prosperity, and bespeaking also a continuance of the cordial relations which have ever existed between the trade and this journal.

Entering upon an unbroken field of unknown fertility sixteen years ago, depending wholly on its own resources and making no calls upon the trade to "chip in" to sustain or bolster up a newspaper venture whose outcome might be doubtful, the publishers of this journal, legitimately and cordially supported by the trade, have gone ahead, step by step, developing the journal with the growth of the grain trade. And the fact that for sixteen years no one has seen fit to contest the field with this journal has been to its publishers assurance that they have covered the ground so well as to offer no *raison d'être* for would-be rivals. Not the least of the publishers' reward, therefore, has been that satisfaction which is the meed of duty conscientiously performed.

In the future the "American Elevator and Grain Trade" will spare no effort to continue its services to the trade on the same, but continually broadening, lines, endeavoring thus to make itself still more indispensable to every progressive man in any way interested, directly or indirectly, in the grain trade.

GRAIN THEFTS.

The foreman of a Chicago elevator, with two of his assistants, has been arrested, charged by the owners of the elevator with the theft of 3,000 bushels of oats valued at \$750. Consignments of oats had been short to such an extent that an investigation was had that led to the arrest of the men. It is stated that this one firm has lost from its elevator within a few months at least \$5,000 worth of grain that apparently has been carried away nights by the wagon-load.

The special significance of this, beyond an item of criminal news, is that the grain thief is a factor which must be reckoned with, both in and out of the elevator. That has been proved by the track thefts at Kansas City. They exist more or less at every considerable grain center. The thefts are not always on a large scale, but large enough to account for some of the serious shortages. Can the shipper be expected to watch the grain until it reaches the terminal scales? Hardly. The responsibility lies with those in whose custody the grain

happens to be. It is unfair that all the losses occasioned by negligence and dishonesty should rest on the shipper. In the case above cited the grain was stolen straight from the elevator. Pilfering from the track is certainly easier, though not so profitable.

THE WHEAT YIELD.

Since our last issue the big estimates of the wheat crop have been very materially reduced. The government report figures a loss of 5.1 per cent in condition of winter wheat as compared with the June report. Thoman has reduced his estimate of 775,000,000 bushels to 688,000,000 bushels. The Cincinnati Price Current thinks that the figures of 1891 will be about right, or 611,800,000 bushels. The statistician of New York Produce Exchange makes it 637,300,000 bushels. The Government report indicates 604,000,000 bushels. The "American Elevator and Grain Trade" still adheres to its patented method of averaging all the estimates. This gives 630,000,000. And it is as good and reasonable a guess as any of them.

RECEIPTS* FOR GRAIN FROM FIRST HANDS.

Some erroneous ideas about the requirements of the new Revenue Law have been current which perhaps are not wholly dissipated yet. Receipts given by dealers to producers in the course of sale do not have to be stamped. The question has arisen whether scale receipts given by dealers to farmers and cashed at the bank come within the law. We do not think so. It was the intention of the law to exempt sales of agricultural products from first hands from the operation of the tax. The weighing ticket is a receipt; it is not a check. The bank pays the value of the receipt and turns it over to the dealer in the course of business. Obviously it was not the intention to tax grain in process of sale from first hands.

ELEVATOR FIRES AND THE REPLACING CLAUSE.

The proposal of some of the insurance people to settle the loss on the grain in the Armour Elevator "D" fire by availing themselves of the replacing clause, by which they expected to save a hundred thousand dollars or so, has had the usual result. It has put the scheme into the heads of other people. An elevator burned at Greenfield, Ind., the past month. The claimant demands an adjustment on the basis of the value of the grain at the time of the fire, while the adjusters seem determined to avail themselves of the replacing clause and turn over to the assured an amount of grain equal to the amount lost.

This is rank injustice perpetrated under the cover of technicalities. The fire deprived the assured of a market at high prices. To tender an amount of grain equal in bulk, but not in value, is sheer rascality or stupidity. It betrays either an intention to defraud the claimant or an obtuseness as to what constitutes value in grain that is disgraceful. The element of time is always a factor in grain values. A bushel of wheat one year may be worth twice what it is another year. A month at a critical

time of the year might double or halve grain values. If the insurance people develop this eccentricity of "availing themselves of the replacing clause," grain men must see to it that the language of their policies is reformed along the lines of equity and is explicit in fixing the basis of settlement in case of loss.

THE OHIO TESTER LAW.

Elsewhere in this issue is published the text of the decision of Judge Wilson in the Ohio Wheat Tester Law, which was declared unconstitutional. This decision is not final, of course, if appealed from by the state, which had not been done at our last advices. The grain men and millers who united to fight this law may congratulate themselves on defeating a pestiferous bit of legislation. It was not a matter of life or death with the millers and grain men, but it was one of those annoying pieces of intermeddling and discrimination which men resent and which makes them fight.

The judge based his decision on the broad ground that the state has no right to discriminate between the owners of wheat. He thought that any man rightly in possession of the wheat had as good a right to it as the grower. Accordingly, legislation that discriminated between different owners was class legislation. Of course everybody knows that was what it was intended to be. It was one of the morsels which legislatures delight to toss at the farmer, forgetting that the self-respecting, intelligent farmer is likely to resent the cool assumption that he needs a guardian more than other men. As a matter of fact, except possibly in cases where he is an immigrant and ignorant of our language, laws and customs, the farmer is capable of keeping a good lookout for No. 1 or No. 2 or "rejected," for that matter.

THE KANSAS ASSOCIATION MEETING.

The grain men of Kansas are counting on a good season's business. The wheat crop, while not so large as expected from general appearances a month ago, is unquestionably larger than the crop of a year ago, and as a whole corn may be expected to yield more than last year. With a big crop to be handled, the Kansas men are looking out for themselves.

The state association has not entirely driven out the track buyer, but it has made it decidedly uncomfortable for him, and by bringing pressure of a certain kind to bear on the commission houses at receiving points, who handle the track buyer's stuff, the association feels that the trade will finally get rid of this nuisance. The work of the secretary in adjusting differences between members has also been quite fruitful, his individual efforts being effectively supplemented by local meetings of a dozen to fifty dealers at a time, who agree "to be good" and use some horse sense in managing the business so as not to give all the profit to the farmer.

Having done so much in these directions, the association has taken up in dead earnest the shortage question, and, as will be seen by the report of the Wichita meeting elsewhere in this number, they have gone at the problem in a way likely to bring about a solution of it, and

that, too, it is believed, promptly. The Wichita meeting wisely confined itself to one topic, to wit, shortages at Kansas City, and by "sticking to mush" exclusively some important information was elicited. That information indicated also a plan of campaign, which is simple enough; that is to say, apparently there are two or three elevators in that city (not to be named) which are notorious for their unfair weights. The shortages, in other words, in most cases occur at these two or three elevators; at least the complaints come from them. Those country shippers who know the facts, in their business communications to their commission houses at Kansas City, do now "bar those houses." It will not be long now until all the grain men of Kansas will specifically "bar those houses." To cut a long story short, "those houses" which have the unfortunate reputation of finding excessive short weights will reform their methods, and begin at once, too, or they will find themselves barred out of the business of handling Kansas grain.

THE WAREHOUSE DECISION.

As will be seen by reference to the decision of the court, published on page 38, the Supreme Court of Illinois has sustained the decision of Judge Tuley of the Cook County Circuit Court, holding that warehousemen of "Class A" have no legal right, under the laws of Illinois, as they existed in 1896, to deal in the grain stored in their own elevators.

The court's decision is based on the idea that a man occupying a fiduciary position, as it were, may not be permitted by the law to lead himself into temptation; in other words, "when one person occupies a relation in which he owes a duty to another, he will not be allowed to place himself in any position which will expose him to the temptation to act contrary to that duty or bring his own personal interests in conflict with that duty." To apply this principle, the court holds that public warehouses established under the law are public agencies, and that as licensees of the state they are pursuing a public employment, and must therefore confine themselves directly to such public employment as warehousemen.

This was the contention of the attorney-general who instituted the action upon which Judge Tuley ruled, and also of the Chicago Board of Trade; and the decision would seem to be sufficiently explicit in sustaining that contention. Unfortunately, however, as a matter of fact, the decision, in spite of its positive character, is in its effects rather of literary interest than of practicable value, seeing that since the cause came before the Supreme Court on appeal from Judge Tuley, the law has been changed by the Legislature, which body has legalized the privileges enjoyed by the public warehousemen, which the court was asked to pass upon and which they now say cannot be lawfully exercised by them. The public warehousemen, therefore, continue to do business as heretofore, contending that the Legislature is competent authority to determine a matter of public policy, and having done so by the act of 1897, the present decision is obviously of an academic interest only and has no practical bearing upon existing conditions.

The accuracy of this contention will, of

course, have to be tested in the same courts. The whole matter hangs upon the question whether the privilege of the warehousemen of dealing in grain in their own elevators is objectionable to the fundamental law of the state—the constitution, in short, as contended by many—or merely to the statutory law. If to the former, then the present law will be wiped away by a decision to that effect; if to the latter only, the matter will be reduced to a trial of legislative strength between the warehousemen, who succeeded in the Legislature of 1897, and their opponents in future Legislatures on the question of a repeal of the act of 1897.

We are informed that the Chicago Board of Trade will soon begin an action to test the constitutionality of the act of 1897, which seems to be the only legal resource now left to the anti-warehouse interests and which is obviously the first step in their future proceedings.

THE OMAHA CONVENTION.

The Grain Men's Convention held at Omaha, Nebr., June 15-17, in point of attendance was one of the most successful gatherings of grain men ever held. In other ways, also, it was entirely successful. The three afternoon meetings, in spite of the difficulty of holding a body of 300 men on these hot days in a room designed to seat few, if any, more than that number, were interesting and valuable, both directly in the thought brought out by the papers read and by the addresses made. But they were even more so in the disclosure of the fact that in their determination to suppress the scoop-shovel man, that pestiferous nuisance of the western trade, the grain men of Iowa, Missouri, Kansas and Nebraska are a unit and can be relied upon to act as such on any or all occasions when such united action shall be deemed necessary to that end or beneficial to the general good of the business. And it is not, perhaps, too much to say that should the elimination of the scalper require also a sacrifice of one or many commission or receiving houses now tampering with the scalper trade, such sacrifice will be made without hesitation. The grain men believe in reciprocity in this matter, even to the extent of compelling it.

In the matter of shortage, also, united action may be expected should any wise men rise up to tell them what course can be adopted to put an end to this serious drawback to a successful business by the country shippers.

There were indications also of a disposition to reach out after other benefits of association than the matters just named, such as, for example, the question of fire insurance. Rates on elevators have been unreasonable high in some states, and an effort will therefore be made in those states to obtain reductions by uniting risks for a lump bid or else by organizing mutual companies, the success of which elsewhere, among millers more particularly, has been conspicuous.

Mr. W. H. Chambers, of Omaha, secretary of the Nebraska Grain Dealers' Association, who was the real promoter of this interesting convention, is therefore entitled to congratulation on his success and to the thanks of the trade for the work accomplished by the convention.

EDITORIAL

MENTION

Don't throw rocks at your neighbor or steal his grain when he's up a tree—he may come down.

Duluth "points with pride" to the fact that she is the only market outside Chicago that deals in rye and flax futures.

Judging from the reports of the condition of a large share of the crops, this ought to be a good year for cleaning machinery.

Some of the elevators of Kansas City, notorious for their shortages, are liable to hear something drop in the not far distant future.

Give the farmer his proper share, but don't be silly enough to give him more than his share. He may want it, but he doesn't expect it.

If you don't give your business your thought voluntarily, your business will make you think involuntarily; and that's bad for both you and your business.

At last accounts the prosecuting attorney of Clarke County, Ohio, had not appealed from the decision rendered by the court in the Ohio Wheat Tester Law.

The local meetings of grain men in Kansas and Nebraska are becoming immensely popular because they are accomplishing an immense amount of good.

Grain dealers and business men generally appreciate by this time the fact that the government intends to "stamp" out this war and that they are doing the stamping.

Read this number over carefully. We think you will find it worth preserving; and if not already a subscriber perhaps you will appreciate the fact that you ought to be.

Don't make the common mistake of the lazy man of depending on "the law" to help you "down" the scalper and stop the habitual short weigher—get after them yourself and carry a club.

The Ohio dealers evidently went after a good time and got what they were looking for. Happy is the nation without a history and happy the state association that can take an outing.

If what the Montreal papers say of the old-fashioned methods of handling grain in that city be true, there ought to be a good opening there for the investment of capital in modern elevators.

The claim recently made before the Interstate Commerce Commission that New York was fast losing her export trade are not borne out by the figures. In 1896 New York shipped 26.9 per cent of the grain sent from the Atlantic Coast. In 1897 she shipped 30.7 per cent,

or nearly a third of the whole amount. That ought to be enough to satisfy the cravings of the metropolitan city of America.

If you think to yourself your neighbor has no right to live, don't complain to the secretary if your neighbor lets you know he thinks you have no such right on earth.

The stocks of wheat in the country mills and elevators of the Northwest are so small at this writing the insurance men complain there is no business for them on wheat risks.

Most grain dealers out west have but two real enemies: the scoop-shoveler and themselves. The secretary protects them from the former, but no one can protect them from the latter but themselves.

The Secretary of the Treasury has ruled that "Express and transportation companies must affix stamps to bills of lading issued by them." In this matter, then, there would seem to be no question of the incidence of the tax.

Bradstreet's gives the stock of wheat held in the United States and Canada, on July 1, at 21,004,000 bushels, the smallest amount at that date since 1889, and less than a third of the amount held on that date in 1896, 1894 and 1893.

We notice that the man with grain to sell on which he wants a small advance has again appeared. Down at Ogden, Ill., a man called on a dealer, sold 1,500 bushels of corn that was cribbed only in imagination, got \$10 on it and disappeared.

A paper at Des Moines, Iowa, speaking of the trend in Western shipments toward the gulf, says, "Chicago is appalled and New York, Baltimore and Newport News are dumfounded." Verily you must go away from home to learn the news.

The pulleys in elevator heads will bear watching. They are a common cause of fires. In a grain elevator in Tacoma the past month one "ran dry," the account says, but probably got out of line and produced a blaze which was fortunately discovered in time.

According to the report made by Secretary Coburn of the Kansas State Board of Agriculture, from 73 counties of the state, there was 29 per cent less corn held by Kansas farmers on March 1 of this year than at the same date last year, and 84 per cent more wheat.

The Kansas City Board of Trade's short weights committee is all right, but isn't the Board rather "flying in the face of Providence" to expect men busy with business of their own to give their time to other folks' business without other compensation than the complaints of the dissatisfied?

In an Indiana elevator a couple of weeks ago the workmen, in tearing out some old wheat bins, discovered about 200 bushels of wheat that nobody knew anything about. Probably it was a regular leak which might have been accumulating for years. Some time ago, on the removal of an old elevator, enough corn was

found around the bottom to about fill a car; how much the rats had eaten nobody could guess. The moral of these incidents ought to be large enough to plug the leaks in other elevators.

The total grain acreage of Kansas this year is figured at 13,023,000 acres, against 12,873,000 acres last year. Wheat shows an acreage of 4,429,000, against 3,318,000 last year, a gain of over a million, while corn shows a corresponding loss, 7,181,000 acres this year, against 8,293,000 acres last year.

The Warehouse Committee of the Chicago Board of Trade recommended the granting of the applications of all the old houses to be declared regular warehouses; but coupled with it the recommendation that the constitutionality of the present Illinois warehouse law (that of 1897) be tested as soon as possible.

Newport News continues to gain in importance as an outlet for grain to Europe, the shipments of cereals showing for the past fiscal year an increase over the year previous of almost 40 per cent. Undoubtedly some of this gain was due to the large foreign demand, but the increasing facilities of the port must certainly be counted as factors.

Down in Oklahoma the grain dealers' association's business thus far has been to straighten out the differences between members. The association is doing a good work in this direction and is rapidly getting its members into the ranks of commonsense business men. By and by the association will tackle something else for the good of the trade.

We are indebted to John O. Foering, Chief Grain Inspector of Philadelphia, for a copy of the forty-fourth annual report of the Commercial Exchange of that city. The grain export statistics show a very satisfactory state of affairs from the standpoint of Philadelphia, that city standing fourth in the list of Atlantic and Gulf ports, and showing a handsome gain.

At the annual meeting of the Ohio Grain Dealers, Columbus carried off all the offices except vice-president. Worse things might happen. It is not at all a bad idea to have the officers of an association in easy reach of each other. Geographical considerations, an idea borrowed from politics, often interfere with the effectiveness of associations intended for definite business purposes and not for spoils, by separating the executive officers so that counsel with each other becomes troublesome, to say the least.

Human nature comes out strong in this stamp tax business. Everybody admits that money must be raised and taxes paid, and each mother's son of us is trying to shift the tax on the other fellow, and some people are lying awake nights thinking out schemes to get around the law. Here is one of them thought out by the Duluth Commercial Record: "If you are dealing with a bank quite extensively, giving short notes, you can avoid some of the tax burden by fixing your borrowing limit with the bank and give one note or bond against it. You can then put in your bankbook and re-

ceive credits on verbally ordered discounts and check as usual." The trouble with this scheme is that you must first catch your banker. The Chicago brand of banker would probably decline.

Secretary Tyler of the Illinois Grain Dealers' Association, prompt as usual, has published the proceedings of the Decatur meeting of that Association in a neat pamphlet, which is sent to members. Following the proceedings is a copy of the constitution of the Association and a list of its members and of commission merchants and brokers who are members of the Association.

It is said that during the fourteen months Leiter was in the market he paid out about \$250,000 in commissions. The total of all operations involved about 100,000,000 bushels. The commissions paid on cash operations amounted to \$150,000, and on futures to \$100,000. This is the largest sum ever paid in commissions by one man in that space of time on the Chicago Board.

Is James J. Hill getting ready to ask for something at the hands of his fellow citizens in 1900? He claims that his elevator has busted the Buffalo pool, by which he shows himself an enemy to monopoly; and the reduction of rates on the Great Northern Railway demonstrates that he is the only genuine farmers' friend. Anyhow, Hill carries around a hatful of brains, whether he has political aspirations or not.

Attorney Green of the Chicago Board of Trade considers the stamp tax unconstitutional so far as it relates to the taxing of all sales on exchanges 1 cent on every \$100 of value. Maybe so. But as Dennison B. Smith of Toledo says, "It will be a large contract to prove any government tax unconstitutional in time of war." When balmy peace comes again will be the time to prove the allegation with hope of success.

The dealers and millers of Northwestern Ohio and Eastern Indiana got together on the bag question. Wherever the nuisance of loaning sacks prevails the victims of it should get together and stop it in like fashion. It is one of those things that can be righted in a businesslike, commonsense way; all cease the practice at the same time. There is no more reason why dealers should furnish bags than wagons or teams.

D. B. Smith of Toledo, in a recent issue of the Market Record, says: "With heartfelt sympathy for individual failures, we are very glad of the prospects of a decreased crop. A crop of 1,750,000,000 bushels of corn will likely sell for more money than one of 500,000,000 bushels larger." There might seem to be something inconsistent with the sympathy and the expression of joy, but there is not. But would not a larger view make one wish for relatively cheap corn for a couple of years more? Would it not be a good thing for our export trade if we had cheap corn to offer until Europe gets in the habit of using it freely? Experience has shown that the foreigner will not buy dear corn, and there seems little hope

of his doing so until he learns to use it and sees that it is a cheap grain at higher prices than he has paid the last year.

Some complaint was made lately as to the inspection of corn at Louisville, and the claim was made that it was unduly rigid. These complaints, however, came at a time when corn is liable to exhibit eccentricities. The heat of early summer very generally brings complaints. The shipper sees that the corn is all right when it leaves his station, but does not always see it after a journey of a couple of hundred miles and an interval of several days. Louisville corn inspection is modeled after the Chicago article and the local people claim that it is no more rigid than the best interests of all concerned require.

The arbitration case between the George A. Adams Grain Co. of Kansas City and Perine Bros., in regard to the amount of shrinkage that would be proper on 744,899 bushels of wheat, handled, cleaned and shipped from the Argentine elevator, was appealed from the decision of the committee by the George A. Adams Grain Co. The amount of shrinkage was 7,850 bushels 35 pounds. The committee awarded the Adams Co. 1,403 bushels 20 pounds of wheat and 284 bushels of screenings, which the Adams company regarded as too little. It was a large and complicated transaction and left ample room for differences of opinion.

There is plenty of large elevator work in sight. Armour Elevator "D" is to be replaced with a 1,500,000-bushel structure. J. L. Record of Minneapolis is the architect. The contract has not yet been let. The big elevator and annex at Sheboygan, which will be one of the largest houses on the lakes, is assured. Macdonald Engineering Co., Chicago, have made the plans. John S. Metcalf & Co. of this city have just been awarded the contract for the million-bushel elevator and river house, connected by belt conveyors, which the Consolidated Elevator Co. will build at East St. Louis. This is the same elevator plant for which Messrs. Metcalf & Co. recently made plans and specifications. Then there is the new elevator at Denver and talk of a big elevator at Galveston. The elevator business will not be slack in the immediate future.

Mr. Tunell's report on Lake Commerce, made to the Secretary of the Treasury, calls attention to the fact, which at first blush may seem surprising, that the railroads carried a larger percentage of oats than any of the other cereals. The suggestion that oats, being a commodity of large bulk and low value, naturally would take the lake route, on second thought explains why this cereal does not take that route; since water freights are based rather on the bulk than on the weight of the commodity. Besides, oats take up moisture more readily than other grains and are for that reason more safely shipped by rail. All the natural conditions, except value of the grain, therefore, tend to send oats to the railroad rather than to the water routes. Vessels are able to earn more carrying heavier grains and must equalize the rate, when bulky oats are taken, by

charging a higher rate per 100 pounds, while grain cars can be loaded to the roof with oats at no more per 100 pounds than wheat or corn occupying a less space.

The Revenue Department will be asked for a ruling on the question, "Who pays for the stamp to be placed on a warehouse receipt?" The clause of the law on the point reads that the tax shall be paid "by the party issuing the receipt or in whose interest it is issued." This is ambiguous, obviously, except that the tax must be paid by someone. Recently a complaint was made to the Chicago Board of Trade by Wm. L. Kroeschell of the firm of Gerstenberg & Kroeschell, who claim to have made a formal demand on the Central Elevator Company for a receipt for grain placed in store, properly stamped, that the elevator company had refused to issue such receipt unless payment was made for the stamp, the complaint asking for the forfeiture of the licenses of the Central Elevator Company and a declaration that their houses are irregular for non-compliance with the law. The directors of the Board thereupon obtained a lengthy report from the legal advice committee, but the latter body, as well as the attorney of the Board, all seem to have gracefully dodged the issue.

THE SHORTAGE QUESTION.

Messrs. E. R. Ulrich & Sons of Springfield, Ohio, present an instructive table in a communication published elsewhere in this paper. It is a record of corn shipments so large, rising above three-quarters of a million bushels, that it ought to afford a fair index to the amount of shortage due to mistakes in weights and other causes that may be classed as inevitable. In handling large amounts it must be remembered that it is the tendency of errors to balance each other. We attach little importance to mistakes in weights as an element of shortage in a series of shipments for that reason. In shipments so many in number and aggregating so much as those quoted, the mistakes would not all be on one side. Consequently other factors must have been at work. The difference in different markets and at different elevators cannot be accounted for by theories which place all the fault on the country shipper. It is a serious and annoying problem with the shipper. What are the reasonable, contributing causes of shortage that do not apply to overplus? And are those causes sufficient to account for the discrepancy at various markets and at different elevators?

About 855 cattle recently came to this country from Venezuela via Havana. They were escorted to Key West by a prize crew of American marines. Our foreign trade seems to be increasing.

It has been proposed to hold a corn jubilee at the Trans-Mississippi and International Exposition at Omaha, this fall. The plan has met with a great deal of favor, and it is expected that King Corn will be placed upon his throne and receive the homage of his innumerable subjects.

Grain dealers have a reputation for acquiring fortunes very quickly. Mrs. M. P. Wilkins, wife of a Chicago grain dealer, received news recently of the death of an aunt in France, who left an estate valued at almost \$2,000,000. The money will fall to Mrs. Wilkins contingent upon conditions of identification and proofs of the birth of her brother Lewis Schirek.

Trade Notes

The Standard Iron Split Pulley Co. of Cincinnati has been incorporated with a capital stock of \$30,000.

A. J. Gold of Staples, Minn., has made arrangements for the manufacture of his grain door lift at St. Paul.

The Toronto Grain and Seed Cleaner and Grader Manufacturing Co., Limited, has been incorporated to do business at Toronto, Ont.

The Otto Gas Engine Works at Philadelphia are working overtime. Among other recent orders is one for 10 gas engines for a railway company.

The Western Rubber Belting Co. of Chicago, the western branch of an Eastern concern, went into the hands of the Chicago Title & Trust Co. as receiver, June 27.

The Riter-Conley Co., Pittsburg, has been granted a permit for the construction of an additional erecting shop. It will cost about \$12,000. Increased business has made it necessary.

On June 21 the Charter Gas Engine Co. of Sterling, Ill., shipped by express to Camp Alger, Va., one of their Charter Gas Engines. It was ordered by the government, to be used in pumping water for the troops encamped at that point.

Nordyke & Marmon Co., Indianapolis, Ind., write us that they are having a fine trade and are very busy, although they are out after everything in sight, and are well prepared to take prompt care of all the orders that come to them.

The Weller Mfg. Co. of Chicago has appointed the Lewis Supply Co. of Kansas City, Mo., as its agent in that city. A large stock of elevator machinery has been shipped, and patrons of the Weller Company in Kansas City will be able to secure supplies without any delay.

The Huntley Mfg. Co., Silver Creek, N. Y., the well-known manufacturers of the Monitor Cleaners, lately received an order for 28 Monitor Dustless Warehouse Separators to go to Manitoba. In a late business letter they write that they have no reason to complain of business.

The Savage & Love Co. of Rockford, Ill., report that they have been having remarkably good sales of their Controllable Wagon Dump, having sold five times as many this year as in ordinary years. Sales have been especially good in the Northwest, and orders have been very large also from the central and southern states.

John S. Metcalf & Co. of this city, engineers and grain elevator builders, received a cablegram on July 4 announcing the opening that day of the big elevator at Manchester, Eng. That was an auspicious day for the launching of an enterprise engineered by American skill. American peace machinery, as well as fighting machinery, is getting great endorsement these days.

Albert D. Bellinger, West Superior, Wis., has patented a grain spout. The purpose of the invention is to provide an easily manipulated spout which can direct grain to any part of a boat, and which may be quickly lengthened and shortened at will. The spout comprises two telescopic sections. One of these sections is longitudinally slotted at the top and adapted to slide on the other section. An arm extends from the lower end of the upper section through the slot. Means are provided for moving the movable section on the other section.

The Witte Iron Works Co. of Kansas City in a recent letter, write us: "We are pleased to inform you that trade this year has so far been exceptionally good. We have sold more engines so far than in the entire year of 1897, and we are to-day getting our prices, whereas before we were inclined to meet the customer's views in that direction. The consequence is that we have 'turned down' nearly 50 per cent of our entire business, and have yet had enough to keep us more than busy. Some recent orders shipped included a carload to the Pacific Coast, 2 to Yucatan, 1 to Oregon, 2 to Pennsylvania, 8 to Kansas, 4 to Missouri, 2 to Texas, and several

in this city. We are pleased to note that our advertisement in the "American Elevator and Grain Trade" is bringing us more inquiries than formerly. We believe the time is coming when the grain people will even more fully appreciate the advantages of your paper as a source of information, and the Witte Gasoline Engine as source of power."

In a recent review of the trade of Minneapolis the Times of that city says: "An important industry growing out of the enormous grain business transacted here, is the erection and construction of the big grain elevators. There are four local firms engaged in this means confined to Minneapolis, but extend all over the grain producing country. These firms had from 300 to 500 men employed last spring and winter. The pay roll of one of the concerns engaged in building country elevators was over \$22,000 last April. One of the elevator contractors makes a specialty of dock building. It has constructed docks at Duluth, Superior, Ashland and Chicago. The business is at present in a promising condition."

E. H. Pease Mfg. Co., Racine, Wis., have just issued their catalogue No. 10 of general machinery and supplies for grain elevators, mills, maltheuses and breweries. It makes a neat and handy volume of something over 200 pages inclosed in a cover on which is embossed in gold and colors the starry emblem of American freedom. It makes one of the most complete catalogues we have received from any source this season, as about everything used in and around an elevator is illustrated and described in it. Those who receive it will, no doubt, keep it for reference, and those who have not yet received a copy can obtain one by writing for it. Like all up-to-date catalogues it is furnished with an index.

The employees of the Jeffrey Mfg. Co., Columbus, Ohio, had their annual picnic on Saturday, June 11. It is the company's custom to give a picnic each year to its employees, and this was the thirteenth annual occasion of the kind. Nearly 1,400 people participated in the festivities at Buckeye Park, where sports, games and contests of all kinds were provided. Speaking of the event the Columbus Press-Post says: "The Jeffrey Manufacturing Company is one of the best known and most enterprising industries of our proud city. The officers are: J. A. Jeffrey, president; R. G. Hutchins, vice-president; O. W. Miller, secretary, and H. B. Deardorff, superintendent. This firm was the first to inaugurate the plan of giving their employees a picnic in this city, the first being given over thirteen years ago, and they have taken place annually ever since. The company always pays the entire expenses of these picnics, and to furnish train service, picnic grounds, refreshments, music, etc., for the families of nearly 400 men is no small expense. The women's auxiliary of the Jeffrey Manufacturing Company is a society composed of the wives, mothers and daughters of the employees, and they meet twice each month at the home of Mrs. Jeffrey, where they read and sew together, thus enabling them to also become better acquainted. At the end of every two months the employees with their families meet at the home of Mr. Jeffrey, where they indulge in a general good time, a first-class literary program always being rendered, assisted by the orchestra composed of the men who work there. The employees have what is known as the Mutual Aid Association or Beneficiary Order, which pays benefits in cases of sickness, accident or death, and in this way several hundred dollars are distributed annually."

RECEIPTS AND SHIPMENTS AT CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of June, 1898, as compared with the same period of the preceding year, were, according to F. A. Scott, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	80,425	268,343	110,918	93,971
Corn, bushels.....	882,320	299,888	288,353	28,640
Oats, bushels.....	618,332	361,284	265,644	108,820
Barley, bushels.....	2,216	22,252	None.	None.
Rye and other cereals...	40,265	33,241	None.	None.
Baled Hay, tons.....	4,241	667	190	.....
Flour, barrels.....	33,102	25,850	21,827	37,330

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since June 15 has been as follows:

June.	NO. 2 R. W. WHT.		NO. 1 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	85	85	92	94	32 1/4	33	25 1/4	25 1/4	.....	.....	113 1/2	113 1/2
16.....	85	85	.....	.....	33 1/4	33 1/4	25 1/4	25 1/4	.....	.....	113	113
17.....	80	80	.....	.....	32	32 1/2	25 1/4	25 1/4	43	43	112 1/2	112 1/2
18.....	.....	.....	.....	.....	32 1/4	32 1/4	25	25 1/4	.....	.....	.....	.....
19.....	.....	.....	.....	.....	31 1/4	32 1/4	25	25 1/4	.....	.....	111 1/4	111 1/4
20.....	.....	.....	.....	.....	32 1/4	32 1/4	25	25 1/4	.....	.....	105	105
21.....	82	83	85	86	32 1/4	32 1/4	24 1/4	25	.....	.....	106	106
22.....	81	83 1/4	85	86	32 1/4	32 1/4	24 1/4	25	.....	.....	105	105
23.....	.....	.....	.....	.....	31 1/4	32	24 1/4	25	43 1/2	43 1/2	105	105 1/2
24.....	79	79	85	85	31 1/4	31 1/4	22 1/4	22 1/4	.....	.....	105	105
25.....	78	79	85	85	31	31 1/4	21	21	.....	.....	105	106
26.....	78	79	85	85	31 1/4	31 1/4	21 1/4	21 1/4	44	44	106	106
27.....	79 1/4	80 1/4	85	85	31 1/4	32 1/4	21 1/4	22 1/4	45	45	104	105
28.....	80	82 1/4	86	87	32	32 1/4	22	22 1/4	.....	.....	.....	.....
29.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.....	80	82 1/4	86	87	32	32 1/4	22	22 1/4	.....	.....	.....	.....
2.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.....	83	84 1/4	87	87	31 3/4	31 3/4	22	22	45 1/4	45 1/4	104 1/4	104 1/4
5.....	85	85	86	87	32 1/4	32 1/4	22 1/4	22 1/4	.....	.....	104 1/4	104 1/4
6.....	87	87	87	87	32 1/4	32 1/4	23 1/4	23 1/4	44 1/4	45	104 1/4	104 1/4
7.....	87	87	87	87	32 1/4	32 1/4	23 1/4	23 1/4	44 1/4	45	104 1/4	104 1/4
8.....	88	88	88	88	32 1/4	32 1/4	23 1/4	23 1/4	45 1/4	45 1/4	104 1/4	104 1/4
9.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.....	88	88	88	88	31 1/4	32 1/4	23	23 1/4	45 1/4	46	104 1/4	104 1/4
11.....	87	87	87	87	31 1/4	31 1/4	22 1/4	22 1/4	46	46	.....	.....
12.....	77	77	86	86	32 1/4	32 1/4	23 1/4	23 1/4	46 1/4	46 1/4	104 1/4	104 1/4
13.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Holiday.

During the week ending June 17 Prime Contract Timothy Seed sold at \$2.60@2.67 1/2 per cental; Prime Contract Clover Seed at \$5.10@5.25; Hungarian at \$0.60@0.70; German Millet at \$0.60@1.00; buckwheat at \$0.90@1.00 per 100 pounds.

During the week ending June 24 Prime Contract Timothy Seed sold at \$2.60@2.65 per cental; Prime Contract Clover Seed at \$4.80@5.00; Hungarian at \$0.50@0.65; German Millet at \$0.60@0.75; buckwheat at \$0.90@1.00 per 100 pounds.

During the week ending June 30 Prime Contract Timothy Seed sold at \$2.60@2.70 per cental; Prime Contract Clover Seed at \$4.80@4.85; Hungarian at \$0.60@0.65; German Millet at \$0.60@0.75; buckwheat at \$0.90@1.00 per 100 pounds.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of June, 1898, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	478,269	47,350	836,052	47,000
Corn, bushels.....	309,528	167,436	852,690	265,015
Oats, bushels.....	176,801	316,351	212,440	30,000
Rye, bushels.....	None.	62,500	None.	62,500
Rough Rice, sacks.....	.....	.....	.....	.....
Clean Rice, barrels.....	24,160	34,591	10,506	7,816

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans from Aug. 1, 1897, to July 1, 1898: Receipts of rough rice, in sacks, 469,852, against 375,856 in the same period of the previous season. Shipments, 478,253, against 415,419 sacks in previous season. Receipts of clean rice, in barrels, 8,081, against 9,680. Shipments, 122,613, against 104,375. Total stock of rough rice July 1, 17,565, against 43,620 sacks July 1, 1897. Total stock No. 1 clean rice 3,627, against 5,182 barrels. Total stock No. 2 clean rice, 630, against 274 barrels on July 1, 1897.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 23 months ending with June, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1897-98.	1896-97.	1897-98.	1896-97.
August.....	813,160	1,770,160	999,108	1,060,650
September.....	696,000	1,627,490	557,995	1,369,514
October.....	424,560	2,014,020	873,312	515,159
November.....	671,870	874,640	437,218	250,916
December.....	436,648	643,272	486,379	238,865
January.....	189,080	362,500	162,138	230,267
February.....	180,960	344,520	88,523	137,185
March.....	212,331	307,980	156,961	207,725
April.....	75,400	176,900	37,691	524,127
May.....	335,420	164,720	174,522	782,273
June.....	224,143	290,000	251,184	141,478
July.....	.....	251,720	.....	184,445
Total bushels.....	4,257,572	8,828,812	2,925,931	5,632,021

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of June, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	19,500	36,100	7,800	10,800
Corn, bushels.....	12,580,050	1,759,150	718,350	480,650
Oats, bushels.....	583,800	996,750	459,700	1,174,150
Barley, bushels.....	30,650	30,800	16,250	14,700
Rye, bushels.....	6,900	11,400	600	2,400
Mill Feed, tons.....	425	259	3,495	6,301
Seeds, pounds.....	30,000	60,000		
Broom Corn, pounds.....	30,000	45,000		35,200
Hay, tons.....	3,610	3,050	740	1,040
Flour, barrels.....	25,660	31,300	21,980	29,250
Spirits and Liquors, bbls.				
Syrup and Glucose, bbls.				

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of June, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	217,700	184,600	242,128	100,910
Corn, bushels.....	2,067,000	1,599,400	2,471,648	1,078,291
Oats, bushels.....	651,600	1,167,100	231,750	277,990
Barley, bushels.....	750	20,250	930	1,750
Rye, bushels.....	3,500	10,500	3,103	7,000
Hay, tons.....	13,205	16,435	2,631	6,038
Flour, barrels.....	66,605	103,200	69,863	119,612

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of June, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,435,620	3,348,100	844,250	769,850
Corn, bushels.....	273,600	134,730	98,770	15,420
Oats, bushels.....	372,510	1,644,690	141,600	386,080
Barley, bushels.....	22,800	276,810	14,820	203,800
Rye, bushels.....	24,996	96,150	22,040	37,160
Grass Seed, pounds.....	33,920	166,560	104,160	106,260
Flaxseed, bushels.....	1,809	1,513	82	30
Hay, tons.....	6,608	7,239	582,215	1,221,560

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of June, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	36,095	150,425	35,260	155,031
Corn, bushels.....	246,540	423,491	59,230	261,708
Oats, bushels.....	230,489	444,697	152,639	252,997
Barley, bushels.....	3,510	2,376		255
Rye, bushels.....	4,233	10,896	2,266	2,416
Clover Seed, bags.....				
Timothy Seed, bags.....				
Other grass seeds, bags.....				
Hay, tons.....	10,472	9,568	10,855	6,475
Flour, barrels.....	71,141	88,192	51,212	60,658
Malt, bushels.....				

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of June, 1898, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	419,500	697,850	133,961	87,413
Corn, bushels.....	1,148,600	165,100	1,058,775	18,200
Oats, bushels.....	813,000	1,217,000	1,031,610	1,134,801
Barley, bushels.....	182,400	647,200	75,354	180,878
Rye, bushels.....	40,200	56,695	167,100	277,201
Grass seed, pounds.....	51,110	112,695		72,700
Flaxseed, bushels.....	2,230	19,355	580	15,080
Hay, tons.....	1,784	1,669	67	293
Flour, barrels.....	165,950	195,150	251,471	308,467

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of June, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	87,210	68,695	70,517	13,223
Corn, bushels.....	183,247	191,370	54,911	57,767
Oats, bushels.....	89,290	117,440		17,944
Barley, bushels.....		9,929		
Rye, bushels.....	11,407	26,077	12,661	7,735
Hay, tons.....				
Flour, barrels.....	13,770	24,150	7,450	8,800

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the four weeks ending June, 1898, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	713,000	170,000	978,000	688,000
Corn, bushels.....	684,000	1,334,000	712,000	1,059,000
Oats, bushels.....	118,000	67,000	208,000	46,000
Barley, bushels.....				
Rye, bushels.....	30,000	15,000	35,000	18,000
Clover Seed, bags.....				
Flour, barrels.....	3,418	3,807	10,492	75,287

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of June, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	475,193	162,500	492,700	145,600
Corn, bushels.....	844,500	966,750	435,750	1,149,000
Oats, bushels.....	227,000	205,000	109,000	164,000
Barley, bushels.....				
Rye, bushels.....	11,050	9,900	16,250	1,950
Flaxseed, bushels.....	1,000	1,000	2,000	
Hay, tons.....	4,500	4,910	1,620	3,220
Flour, barrels.....			16,320	17,880
Bran, barrels.....				

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of June, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, centals.....	167,345	281,529	39,360	217,015
Corn, ".....	29,750	65,545	1,846	35,473
Oats, ".....	25,285	10,723	4,030	1,949
Barley, ".....	102,824	194,425	23,693	65,725
Rye, ".....	3,636	16,451	Nil.	12,962
Flaxseed, sacks.....	4,167	1,008		
Hay, tons.....	7,092	12,542	769	857
Flour, barrels.....	90,655	125,153	35,049	62,968

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of June, as compared with the same period of the preceding year, were, according to Chas. H. Keep, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	5,042,368	4,256,232	4,801,000	2,816,000
Corn, bushels.....	5,925,657	6,018,818	4,822,000	3,483,000
Oats, bushels.....	5,093,533	9,250,372	3,028,000	8,104,000
Barley, bushels.....	547,254	1,047,446	88,000	291,000
Rye, bushels.....	553,648	495,867	952,000	72,700
Grass seed, bushels.....				
Flaxseed, bushels.....				
Hay, tons.....				
Flour, barrels.....	898,350	1,481,570		

The Russian oilseed crop promises to be good this year. Both linseed and hempseed give indications of large returns. Russia furnishes from 20 to 30 per cent of European requirements.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 9, 1898, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....		175,000	70,000		
Baltimore.....	142,000	1,930,000	200,000	77,000	
Boston.....	32,000	164,000	8,000		
Buffalo.....	507,000	1,822,000	984,000	212,000	180,000
Chicago.....	470,000	8,296,000	574,000	155,000	13,000
do. afloat.....					
Cincinnati.....			6,000	4,000	
Detroit.....	18,000	122,000	6,000	12,000	
Duluth.....	2,623,000	2,546,000	50,000	10,000	37,000
Indianapolis.....	12,000	68,000	22,000		
Kansas City.....	124,000	84,000	14,000	7,000	
Milwaukee.....	132,000		6,000	4,000	10,000
do. afloat.....					
Minneapolis.....	5,761,000	699,000	114,000	34,000	20,000
Montreal.....	109,000	124,000	1,105,000	13,000	17,000
New York.....	2,131,000	1,846,000	617,000	40,000	21,000
do. afloat.....		34,000	33,000		
Oswego.....					
Peoria.....	1,000	261,000	124,000		
Philadelphia.....	13,000	667,000	117,000		
St. Louis.....	20,000	354,000	105,000	1,000	
do. afloat.....					
Toledo.....	46,000	691,000	78,000	12,000	
do. afloat.....					
Toronto.....	22,000		3,000		1,000
On Canals.....	83,000	1,064,000	909,000	172,000	20,000
On Lakes.....	288,000	1,825,000	717,000	124,000	55,000
On Miss. River.....					
Total.....	12,516,000	22,855,000	5,940,000	873,000	374,000
Corresponding date 1897.....	16,802,000	15,425,000	6,949,000	2,087,000	801,000

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during June, 1898 and 1897, of seeds, hay and broom corn:

Receipts.	Timothy, lb.	Clover, lb.	Other Grass Seeds, lb.	Flaxseed, bu.	Broom Corn, lb.	Hay, tons.
1898.....	358,375	387,735	972,587	236,887	888,791	18,456
1897.....	509,855	124,338	1,823,255	308,070	294,150	21,952
Shipments.....	82,567	53,923	285,986	137,290	634,350	1,465
1897.....	336,541	80,076	2,237,402	179,838	597,268	1,819

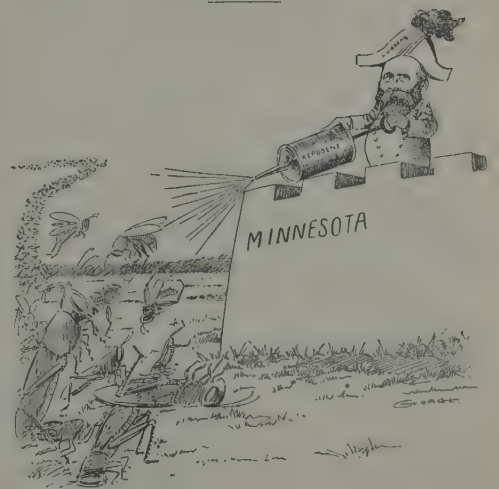
EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending July 9, as compared with same weeks last year, have been as follows:

Articles.	For week ending July 9. July 10.		For week ending July 2. July 3.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,819,000	935,000	2,970,000	1,049,000
Corn, bushels.....	2,547,000	3,010,000	2,284,000	1,868,000
Oats, bushels.....	1,045,000	1,643,000	1,173,000	1,425,000
Rye, bushels.....	96,000	81,000	184,000	77,000
Flour, barrels.....	192,800	303,900	282,000	208,900

Chancellor Snow, of the University of Kansas, has recently sent consignments of infected chinch bugs to Nebraska, Iowa, Missouri and Illinois. In addition to this the chancellor has published a circular giving a summary of his ten years' experience with the chinch bug contagion.

FORT MINNESOTA UNDER SIEGE.



Maj. Gen. Lugger trains his 13-inch gun on the enemy.—St. Paul Dispatch.

ELEVATOR

GRAIN NEWS

A new elevator is being built at Percival, Iowa.
F. S. Collins will build an elevator in Triumph, Ill.
Geo. Merrill is building an elevator at Judd, Iowa.
George Master is enlarging his elevator at Perry, Okla.

Delaplane's Elevator at Carey, Ohio, is completed.

J. R. Barker is building an elevator at Green Valley, Ill.

J. M. Potter has completed his elevator at Harrisburg, Pa.

G. W. Post's elevator at Lehigh, Iowa, is now completed.

James Thompson is building an elevator at Garrison, Iowa.

S. E. Robb's elevator at Swanwick, Ill., is now completed.

Lyons & Esson's elevator at Brook, Ind., is about completed.

H. Webber & Son are building an elevator at Galatia, Ill.

D. G. Shepard will erect a grain elevator at Shelbyville, Ky.

Carl Swigart has sold his elevator property at Weldon, Ill.

A. Trutchev is enlarging his elevator at Gagetown, Mich.

The Farmers' Elevator at Ramona, S. Dak., will be enlarged.

Fred Strout has opened a feed and grain house at Milo, Me.

An elevator has been built at Farmer, N. Y., by C. K. Yates.

J. Emert has purchased the Luce Elevator at Dewar, Iowa.

John Leddy & Co. are building a grain house at Epping, N. H.

F. L. Fowke will build two grain elevators at Oshawa, Ont.

John W. Storms of Rogers, Nebr., has sold his grain business.

T. J. Price & Son are building an elevator at Reading, Kans.

Mr. Harshberger is preparing to erect an elevator at Leverett, Ill.

F. B. Houston has sold out his grain business at Gonzales, Texas.

Whitaker & Bishop of Monarch, Ill., are erecting a new grain office.

A grain elevator is being built for Kahrs & Co. at Eastchester, N. Y.

R. H. Bingham is building a grain warehouse at Sleepy Eye, Minn.

R. Crandall is building an addition to his elevator at Corunna, Mich.

L. S. Hoyt has purchased W. L. Kinsman's elevator at Loda, Ill.

J. P. Wedel is building a 10,000-bushel elevator at Moundridge, Kans.

Peter Weibe of Newton will build an elevator at Halstead, Kans.

Sale & Ward are building an elevator 23x32x40 feet at Dewey, Ill.

The new elevator at Convoy, Ohio, was opened for business last month.

J. R. Barker has commenced work on his elevator at Green Valley, Ill.

Albert Miller of Sterling has purchased an elevator at Amboy, Ill.

J. Butzer has commenced work on his new elevator at Hillsdale, Ill.

The Atlantic Elevator Co. is building an elevator at Courtney, N. Dak.

F. W. Haase recently purchased the Winget Elevator at Albert, Kans.

The Omaha Elevator Co. is building a grain elevator at Shelton, Nebr.

The insurance on Finney's elevator, which was recently burned at State Line, Ind., has been paid,

and the house will be rebuilt. The insurance amounted to \$3,450.

N. B. Moore is enlarging and improving his elevator at Humboldt, Ill.

An addition is being built to the Van Steenberg Elevator at Talbot, Ind.

J. P. Higgins will soon commence building an elevator at Chalmers, Ind.

John L. Eyrse has his new elevator at San Jose, Ill., ready for business.

Collins & Phelps have their new elevator at Rockton, Ill., about completed.

A 200,000-bushel steel pneumatic elevator is being built at Piqua, Ohio.

A. A. Truax of Mt. Vernon, S. Dak., has purchased an elevator at Alexandria.

The Bagley Elevator Co. has let a contract for an elevator at Ipswich, S. Dak.

The Gilliam Elevator at Gilliam, Mo., was recently sold to J. H. Detmer.

F. W. Gilbert of Dana, Ind., has purchased Fred P. Rush's elevator at Illiana.

Will Fluke has sold his elevator at Whiting, and purchased one at Goffs, Kans.

John Stevenson's new warehouse and elevator at Enterprise, Ind., is completed.

J. H. Dreisbach has started work on his new elevator at Tonganoxie, Kans.

Roy Wakefield has succeeded E. W. Davis in the grain business at Neponset, Ill.

The T. J. Megibben Co., distillers at Cynthiana, Ky., have made an assignment.

James Bell of David City, Nebr., is building a 10,000-bushel elevator at Osceola.

Henderson & Elliott have their new elevator at Columbus Grove, Ohio, completed.

A 60,000-bushel elevator is being built at Hannibal, Mo., by James H. McCooey.

Work has been commenced on the farmers' steel tank elevator at Richmond, Mich.

The Enterprise Milling Co. of St. Jacob, Ill., has purchased an elevator at Vandalia.

Coon Bros' elevator at Prospect, Ill., is being enlarged to double its present size.

F. L. Howe & Co. of Radcliffe, Iowa, are to establish a branch elevator at Stanhope.

H. Lambert has commenced the construction of his new elevator at Beaverville, Ill.

John C. Wilson contemplates erecting a grain elevator at Russellville, Ind., in the fall.

J. P. Baden's elevator at Newkirk, Okla., is being fitted up for grinding feed and meal.

A company has been organized to build another grain elevator at Whitewright, Texas.

W. R. Hennig, a large Chicago bucket shop operator, has withdrawn from the business.

Wm. Wykle has sold his elevator and other business at Onarga, Ill., to Koplin & Merritt.

The Portland Flour Mill Co. of Spokane, Wash., is building a 50,000-bushel grain warehouse.

H. O. Barber & Son have consolidated with the Central Granary Co. at Holdrege, Nebr.

The Burgin Elevator Co. at Burgin, Ky., has recently repaired and improved its elevator.

The Trans-Mississippi Grain Co. is preparing to build an elevator at Meadow Grove, Nebr.

Lawrence & Busenbark will operate the elevator at New Market, Ind., this year under lease.

Smith & Co. have put in a pair of scales at Hindsboro, Ill., and will soon build an elevator.

E. F. Verry has been engaged in making repairs about his elevator plant at Armington, Ill.

W. H. Ferguson's elevator at Mont Clare, Nebr., is being raised and prepared for the new crop.

Geo. C. Byers contemplates the erection of an elevator at Shannon, Ill., in the near future.

W. M. Clark & Co. have sold out their general store and grain business at Kirbyville, Texas.

H. T. Crawford, formerly of Mankato, Kans., is now proprietor of the elevator at Belleville.

It is reported that Whaley & Co. will erect a 200,000-bushel elevator at Gainesville, Texas.

It is reported that an elevator will be built at Nacora, Nebr., by a Mr. Demeres of Emerson.

A 25,000-bushel elevator was completed about July 1 at Valley City, N. Dak., for the Russell-Miller Mill-

ing Co. It is equipped as a cleaning house, and was built by the Barnett & Record Co.

Hudspeth, Garwood & Co. have leased the elevator at the Katterjohn Mill at Boonville, Ind.

J. W. Somers will build an elevator at St. Joseph, Ill., making the third grain house for that city.

Bushey & Hertzog of Stevens, Pa., recently placed an elevator in their grain and feed warehouse.

J. T. Hornung and A. S. Rhoades are building an elevator on the F. & P. M. R. R. at Clare, Mich.

E. W. McClure has purchased and taken possession of Knollenberg & Co.'s elevator at Hull, Ill.

The building of the Diamond Flour Mill at Colfax, Wash., will be converted into a grain warehouse.

Clever & Laing have succeeded I. B. Laing in the grain warehouse business at Washtucna, Oregon.

The Farmers' Elevator Co. will build an oat bin at Leonard, Ill., with a capacity of 50,000 bushels.

W. A. Way has succeeded Way & Hockenberger in the coal and grain business at Columbus, Nebr.

John J. Mullaney has sold his interest in the grain firm of Mullaney & Scroggs at Beresford, S. Dak.

J. W. Somers has sold his interest in the bank at St. Joseph, Ill., and will build a grain elevator.

F. W. Gilbert of Dana has purchased of F. P. Rush & Co. the Raven Elevator at Chrisman, Ill.

J. A. Condon of Rockwood, Iowa, has purchased and taken charge of an elevator at Yarmouth, Iowa.

A 30,000-bushel steel storage elevator is being built for St. Luke's Mills at Prairie du Rocher, Ill.

It is reported that the Middle Division Elevator Co. contemplates building an elevator at Hudson, Ill.

H. R. Danforth has torn down his old elevator at Del Rey, Ill., and commenced the erection of a new one.

J. L. Jennings has secured a warehouse at Fayette, Ill., and will buy grain and handle flour and feed.

J. C. Thompson of Dover has leased the Farmers' Elevator at Stewartville, Minn., for the coming year.

F. S. Brownfield has let the contract for a 25,000-bushel elevator at Craig, Mo., and it is now being built.

Orland S. Ham, for 27 years in the grain business at Lewiston, Me., has sold out to his brother, E. P. Ham.

Dryden, Mich., is endeavoring to secure a new elevator and will doubtless succeed in doing so soon.

The Glucose Sugar Refining Company's large plant at Peoria, Ill., is closed down for a few weeks.

W. A. Burkhart of Vine Grove, Ky., has put his elevator in shape for handling the new crop of wheat.

Gilmore & Kennedy are about to erect an elevator at Imogene, Iowa. It will be operated by a gasoline engine.

It is reported that the recently burned Nichols Elevator at Lowell, Ind., will be rebuilt in the near future.

T. B. Sheldon & Co. are remodeling their grain warehouse at Red Wing, Minn., into a first-class elevator.

Nels Hanson has purchased Jennison Brothers' elevator at Canby, Minn., and will take possession August 1.

Nutt Bros. & Wells have leased the Bennett Elevator at Urbana, Ohio, and have greatly improved the same.

The Farmers' Coöperative Elevator Co. recently purchased the Gold Elevator at Ortonville, Minn., for \$3,500.

J. & J. T. Hornung are building an additional grain warehouse at Mt. Pleasant, Mich. It will be 24x80 feet.

J. I. Ha'stead has purchased the Gregg Elevator at Upper Sandusky, Ohio, and will take possession on July 25.

J. B. Fordyce & Son, grain and wool dealers of Waynesburg, Pa., are about to erect an elevator and warehouse.

The Commercial Milling Co. of Detroit, Mich., is building an elevator 40x12 feet and a storage shed 17x100 feet.

Tryon & Poole of Strawn, Ill., are making some improvements in their elevator at that point. They are providing for a larger elevating and conveying

capacity, and have placed their order for machinery with the Webster Mfg. Co.

The Dousman Milling Co. at DePere, Wis., will enlarge the capacity of its elevator from 25,000 to 50,000 bushels.

M. N. Kelley of Metamora will build and operate an elevator at Dryden, Mich., in place of the one recently burned.

The Roland Farmers' Elevator Co. of Winnipeg, Manitoba, was recently incorporated, with a capital stock of \$12,000.

Smith & Parish are adding a new power house and making other improvements to their elevator at Bartley, Nebr.

Houck & Gragg have dissolved partnership, and Charles Houck will continue the grain business at Raymond, Ill.

A farmers' cooperative elevator company is being organized at Delano, Minn. Guy Murphy is temporary secretary.

The Farmers' Elevator Co. of Sleepy Eye, Minn., will build a new elevator at once with a capacity of 20,000 bushels.

The Eugene Mill & Elevator Co. has enlarged its elevator at Eugene, Ore., to accommodate 100,000 bushels of wheat.

Work is being pushed on J. H. Taggart & Son's additional elevator at Wenona, Ill., to have it ready for the new crop.

Mercer & Neal have purchased the Shearer Elevator at Peru, Ill. They have already operated this house for one year.

The Mandan Mercantile Co. of Mandan, N. Dak., is building two elevators, one at New Salem and another at Antelope.

A company has been organized at Uniontown, Ala., to erect a cottonseed oil mill. W. H. Taylor is president of the company.

Craven Bros. of Dallas, Ore., will build a grain warehouse at Ballston on the site of the one which was burned recently.

The Farmers' Grain & Elevator Co. of Kingfisher, Okla., has let the contract for building a 50,000-bushel elevator there.

The Nanson Commission Co. is building a frame elevator and warehouse at Second and Biddle streets, St. Louis, Mo.

The F. & P. M. Elevator at Milford, Mich., which was damaged by fire in April last, has been put in running order again.

Farmers about Dakota and Rock City, Iowa, are talking of organizing a stock company and erecting an elevator at Dakota.

Staley & Ricketts will enlarge the capacity of their recently acquired elevator at Thomasboro, Ill., to 100,000 bushels.

Frank Dickson has purchased the grain elevating machinery for his new elevator at Whiteland, Ind., of the Weller Mfg. Co.

The machinery for the new elevator built by Buckley, Pursley & Co. at Lilly, Ill., was furnished by the Webster Mfg. Co.

J. I. Flatt, A. Ross and Elton Smith are said to be endeavoring to get the city of Hamilton, Ont., to build a grain elevator there.

J. M. Anderson & Co. are making some improvements about their elevator at Pioneer, Iowa, by putting in a new dump, etc.

The Webster Mfg. Co. has recently furnished conveyors, elevators, etc., for the Farmers' Roller Mill Company at Lebanon, Tenn.

Kirker & Rodman have commenced the erection of a grain elevator at Moweaqua, Ill. It will be 130x36 feet and 28 feet high.

D. H. Curry's elevator at Curtis, Ill., is completed. Its equipment includes a corn sheller with a capacity of 400 bushels per hour.

L. O. Hickok is building a new grain elevator at Flandreau, S. Dak. The contract for machinery was awarded to the Weller Mfg. Co.

The directors of the Farmers' Elevator at Leonard, Ill., have decided to enlarge the elevator by building an addition 24x32 feet.

A new boiler has been put in the Jackson Elevator at Circleville, Ohio. This house is now operated under lease by J. F. Bales.

Sneath & Cunningham of Tiffin leased the elevator at Nevada, Ohio, and took charge July 2. Ed. McLaughlin is the local manager.

The Pacific Coast Elevator Co. is preparing to handle the new wheat crop by constructing 8 large warehouses at the following stations in Washington: LaCrosse, Endicott, St. John, Walters, Glenwood,

Summit and Guy. Two are being erected at the latter place.

C. H. and W. L. Lyon have torn down their old elevator at Augusta, Ill., and are engaged in erecting a well-equipped modern plant.

The Farmers' Elevator Co. of Cokato, Minn., is replacing its burned elevator with a 30,000-bushel house, to be completed by August 1.

Raymond Bros. have leased Hatch, Bailey & Co.'s elevator at Norwalk, Conn., and are operating it in connection with their grain business.

It is said that plans are being made for a 3,000,000-bushel house to take the place of the recently burned Armour Elevator D at Chicago.

Wood & Sailor, proprietors of the Normal Elevator at Normal, Ill., have dissolved partnership. The business will be continued by R. P. Wood.

Stock in the Farmers' Elevator Co. at Waseca, Minn., to the amount of \$4,000 has been subscribed for, and the elevator will be built at once.

The city council of Halifax, N. S., has confirmed the vote of \$50,000 to help build the elevator there, toward which the government voted \$75,000.

The large elevator being built for the Hiram Sibley Estate at Sibley, Ill., is being equipped with machinery furnished by the Webster Mfg. Co.

Coon Bros. of Rantoul, Ill., are erecting an elevator on the Big Four, 2½ miles west of Leroy, Ill. The new town will be known as McComb City.

It is reported that the farmers about South Lyon, Mich., would be glad to have somebody open the elevator in that town which is now standing idle.

A 750,000-bushel elevator is now being built at Sand Point, St. John, N. B., for the Canadian Pacific Railway. It will be ready for the early winter trade.

Smith & Geiger, millers at Ida Grove, Iowa, are building an oat bin 40x40 feet, with 25-foot posts. It is being substantially constructed of 2x4 timbers.

L. R. Perry is building a new 30,000-bushel capacity grain elevator at Germania, Iowa. The machinery outfit will be supplied by the Weller Mfg. Co.

The Barnett & Record Co. has a contract for building a \$30,000 elevator at Oak and Chambers streets, Minneapolis, for the Great Eastern Elevator Co.

The Farmers' Grain & Elevator Co. of Kingfisher, Okla., has reduced its capital stock from \$50,000 to \$20,000, and commenced the erection of an elevator.

J. R. Highbaugh of Elizabethtown, Ky., is trying to form a company among the wheat growers in his section to build a 70,000-bushel steel elevator there.

The Mt. Pulaski Grain Co. is building a new 30,000-bushel grain elevator at St. John, Ill. The Weller Mfg. Co. has the contract for the machinery outfit.

The Central Granaries Co. of Lincoln are building a 225,000-bushel house at Holdrege, Nebr., which will have a large handling and cleaning capacity.

The Central Granary Co. at Lincoln, Nebr., is enlarging its elevator to 250,000 bushels' capacity. Work was commenced about the first of the month.

The Toledo & Wabash Elevator Co. at Toledo, Ohio, has purchased two railway track scales of 100,000 pounds each, and equipped with patent check beams.

Aaron Kuhn, a grain buyer of Colfax, Wash., is building large additions to his warehouses at St. John, Endicott, Lee's Siding, Diamond and MacRonen.

It is said that the Great Western Distillery at Peoria, Ill., which burned recently, will be rebuilt at once, with a capacity of 20,000 bushels of corn per day.

Taylor Bros. are overhauling their large grain elevator at Emmington, Ill., and equipping it with new grain handling machinery furnished by the Weller Mfg. Co.

E. G. Tompkins of Austin, Minn., has put in a new elevator, horse power, etc. The complete equipment was furnished by the Webster Mfg. Co. of Chicago.

The Weller Mfg. Co. is furnishing a machinery outfit to L. J. McMillan for the new 40,000-bushel capacity grain elevator which he is building at Decker, Ind.

The United States Scale Co. of Terre Haute, Ind., will furnish railroad track scale and also a wagon scale for the new elevator at Princeton, Ind. They have also put in an 800-bushel hopper scale for the Garland Milling Co. at Greensburg, Ind. They have

also supplied the Nordyke & Marmon Co. with a track scale for the mill which the latter is building at Newport, Ind.

Krase & Dunn of Fairmont, Minn., have removed to Swea City, Iowa, where they took charge on July 1 of the elevator which they recently purchased.

The Ideal Milling Co. has been incorporated at Winona, Minn., with a capital of \$25,000 to build and operate elevators and deal in grain and flour.

Brown Bros. of Nicholasville, Ky., have sold their elevator at Jessamine to Cogar & Davis of Danville. The latter firm is composed of George Cogar and J. C. Davis.

B. H. Fickes has sold his interest in the grain business at Harrisburg, Pa., to T. C. Sanderson of Saxton, Pa. Mr. Fickes will take up his residence in Newport, Pa.

Walker & Snell are making extensive improvements on their elevator at Radford, Ill. Two oat bins are being added, with a combined capacity of nearly 30,000 bushels.

F. F. Larison of El Paso, Ill., recently placed an order with the Webster Mfg. Co. of Chicago, for the machinery required in the new elevator which is being built at that point.

Geo. P. Bowman, Son & Co. have leased the elevator at Grayville, Ill., to Iglehart Bros., the millers of Evansville, Ind. J. E. Heniken will manage the business at Grayville.

Work is progressing rapidly on the new 30,000-bushel Farmers' Elevator at Faribault, Minn. A 50,000-bushel house is also to be built there, making 9 elevators in that city.

Railsback Brothers of Memphis, Nebr., recently placed an order with the Webster Mfg. Co. for a 6½ horse power Webster Gasoline Engine for running their elevator at that point.

L. C. Allinger has just purchased I. N. Woodcot's half interest in the mill and elevator at Jackson Center, Ohio, and it will now be operated under the name of G. E. Allinger & Son.

The grain, coal and wood business of Henry K. Wight at Indian Orchard, Mass., has been incorporated under the name of the Wight-Thayer Co., with a capital stock of \$10,000.

The Electric Grain Elevator Co. of Buffalo, N. Y., has added to its original equipment a 50-horse power Westinghouse Motor. It is now using 530 horse power of Niagara electric power.

Yager & Martin of Advance, Ind., have been improving their elevator by putting in a new dump, elevator leg, corn cleaner, etc. The machinery was furnished by the Webster Mfg. Co.

The Norman Milling & Grain Co. at Norman, Okla., has been incorporated by Jas. T. Phelps, John W. Hocker, H. G. Lindsay, S. P. Bender, and D. L. Larsh. The capital stock is \$25,000.

G. L. Webster and E. D. Mineah have purchased the Mason City & Fort Dodge Elevator at Eagle Grove, Iowa. Some repairs were made on the property prior to opening it for business.

A. R. Mead of Linden, Iowa, recently placed an order with the Webster Mfg. Co. for a Webster Gasoline Engine and the necessary machinery for equipping his new elevator at that point.

At the annual meeting of the Farmers' Elevator Association held at McIntosh, Minn., last month, it was decided to add to the elevator a warehouse 20x24 feet, and make other improvements.

The assignee in charge of the business of Robt. Lindblom & Co. at Chicago has been ordered by the court to return the assets to Mr. Lindblom, who will begin business anew in a solvent condition.

It is reported that the James Reynolds Elevator Co. at Poughkeepsie, N. Y., is to be dissolved as Mr. Reynolds now holds all the stock. It is expected, however, that the house will be rebuilt.

The Farmers' Alliance Elevator Co. of Howard Lake, Minn., has elected the following officers for the ensuing year: President, John Robinson; secretary, R. C. Workman; treasurer, Wm. Wildung.

W. M. Kearney of Linden, Iowa, is equipping his new elevators at that point with Webster Gasoline Engines and a full outfit of elevating and conveying machinery made by the Webster Mfg. Co.

At Oakland, Cal., Chas. H. Butler & Co. have incorporated with a capital stock of \$25,000 to do a warehouse and grain business. Following are the directors: C. H. Butler, George W. McNear, George W. McNear Jr., P. E. Bowler and D. B. McNear.

The Kansas Grain Company, a description of whose elevator at Hutchinson, Kans., appeared in our June number, has placed an order with the Webster Mfg. Co. of this city for a complete new elevator leg, rope drives and other machinery for increasing and handling capacity of this elevator.

When this machinery is installed the Kansas Grain Company will have an elevator that is above the average for handling grain.

The W. Seyk Co. of Kewaunee, Wis., is preparing to erect a 25,000-bushel elevator, 28x40 feet and 65 feet high. It will be operated by a gasoline engine, and will be thoroughly modern in every way.

The Farmers' Elevator Co. at Fairmont, Minn., under the successful management of G. S. Livermore and F. A. Peterson, has outgrown its present house and will build a new one at a cost of \$2,500.

Thos. Ogden has purchased Coon Bros' elevator and other business at Rantoul, Ill. The latter will keep their office at that place, however, and make it headquarters for their grain business in neighboring towns.

The Griffin Elevator at Charleston, Ill., after being moved and thoroughly overhauled, is again running, shelling and grinding corn, etc. The plant is equipped to be operated both with steam and electricity.

Fouts & Paul Brothers are building a new grain elevator at Batson, Ohio. The contract for machinery equipment was awarded to the Weller Manufacturing Co. through its Ohio representative, Rhinehart Smith.

At the annual meeting of the Farmers' Elevator Co. of Winthrop, Minn., the following officers were elected: President, Nels Johnson; vice-president, John Mee; secretary, A. E. Streseman; treasurer, J. W. Olson.

The St. Charles Elevator Co. at St. Charles, Mo., has been succeeded by the Jones Elevator Co. recently incorporated at St. Louis with a capital of \$10,000. J. F. Mulkern, formerly of St. Louis, is now the manager.

At the recent annual meeting of the Farmers' Elevator Co. of Hayfield, Minn., the following were elected as officers: President, F. J. Thoe; secretary, O. C. Bergan; vice-president, John Wicker; treasurer, John Kording.

At the annual meeting of the Iowa Elevator Co. at Peoria, Ill., last month, the following were re-elected as officers: W. H. Bartlett, president; B. Warren Jr., secretary and general manager; L. F. Houghton, treasurer.

Krontil Bros. of Ponca City, Okla., are building an addition to their elevator to increase its capacity to 15,000 bushels. They also own the Moller Elevator there, and, among other improvements, are putting in a gasoline engine.

Hubbard & Palmer have placed their order with the Weller Mfg. Co. for the grain elevator machinery outfits for their new grain elevators, which they are building at Ellis, S. Dak., and at Garden City and Mountain Lake, Minn.

It is reported that two small elevators are to be built in Minneapolis, Minn., to buy grain from the farmers and sell feed, etc. One of them at least will be located near the new hay market on Tenth Avenue N. and Washington Street.

The citizens of Stillwater, Minn., are endeavoring to secure the location of a flour mill and elevator in that city to replace those recently burned, which were the property of Isaac Staples, now deceased. An effort will be made to form a local stock company.

Darter's new elevator at Crawfordsville, Ind., is so far completed that it is now receiving grain. The power plant consists of a 60-horse power boiler, and a 35-horse power engine. He will operate a feed mill and also grind whole wheat and Graham flours.

It is reported that the Lehigh Valley Railroad has directed that grain shipments by way of the elevator on the docks at Perth Amboy, N. J., be discontinued. They will hereafter go to Jersey City and be lightered to the vessels in Brooklyn for export.

William Burke at Friend, Nebr., is building an 80,000-bushel elevator. It will be equipped with a 35-horse power gasoline engine, and 1,200-bushel hopper scales, 3 stands of elevators, corn shellers, cleaners, etc., with rope drives from engine to cupola.

John Wahl is having a 20,000-bushel elevator built at Monroe, Mich. The machinery is being furnished by the H. W. Caldwell & Son Co. of Chicago, and will be operated by a 20-horse power gas engine, manufactured by the Frontier Iron Works of Detroit.

Frank H. and James F. Peavey have incorporated the Peavey Grain Co. with a capital stock of \$1,000,000, and opened offices in the Board of Trade building, Chicago. This company will be managed at Chicago by James F. Peavey, and will operate the two O'Neill elevators at South Chicago, the sale of which was reported last month. They have also secured control of the Illinois Elevator at Chicago, formerly known as the Neeley house. The new

company is officered as follows: President, F. H. Peavey; vice-president, James F. Peavey; secretary and treasurer, James Pettit.

The Geo. Q. Moon Co. has been incorporated to succeed Geo. Q. Moon & Co. who have been doing a grain elevator business in Binghamton, N. Y., for 34 years. The new company is capitalized at \$100,000. The directors are Geo. Q. Moon, Watts C. Bates and Walter J. Moon.

The elevator committee of the city of Kingston, Ont., has inspected the newly completed 800,000-bushel elevator of the Montreal Transportation Co. and reports to the council that the latter has more than fulfilled its contract, and recommends the payment of the \$35,000 bonus.

The Macdonald Engineering Co. is remodeling and changing the machinery of Illinois Central Elevator A at Chicago. A large line of cleaning, clipping and drying machinery is to be added, and the whole plant put in first-class condition for the treatment of all grades of grain.

The new Hutchinson & Southern Railroad is rushing the completion of its terminal facilities in Blackwell, Okla., where 5 new elevators are being built, as follows: A. D. Butt of Nickerson, Kans., 7,000 bushels; Steele & Son, 5,000 bushels; Kersey & Co., 5,000 bushels; J. C. Robb of Kingfisher, 3,000 bushels; Rounds & Buck of Madison, Wis., 15,000 bushels.

The grain warehouse capacity of Genesee, Idaho, will be nearly doubled this season. R. Ruddy, a prosperous farmer, will build one 36x108 feet, 14 feet high. Driscoll & Thompson have about completed a warehouse 48x100 feet, 16 feet high. Sandford Evans is building a 40-foot addition to his house. The Farmers' Alliance warehouse, burned last fall, will probably be rebuilt.

Work on the large elevator of the Goderich Elevator & Transit Co. at Goderich, Ont., is proceeding rapidly. On July 2 a meeting of the stockholders was held and the following elected as directors: H. Mooers and H. F. Mooers of Kingston, and M. McLaughlin of Toronto; M. Dymont of Barrie, James Clark, W. L. Horton and Alex. McD. Allen of Goderich. At a subsequent meeting of these directors H. Mooers was elected president, and H. F. Mooers secretary-treasurer. It is said that nearly all the leading millers of Western Ontario have become stockholders.

Fires - Casualties

R. B. Slaughter's grain establishment at Louisville, Ky., was slightly damaged by fire recently.

The Van Dusen Elevator at Dodge Center, Minn., was burned June 28. It contained but little grain.

On June 15 a fire was discovered in the elevator of A. J. Morris at Davis, Ill. It was put out before much damage was done.

Charles Board's granary, sawmill, and other property at Hailey, Idaho, were destroyed by fire June 29, causing a loss of \$5,000.

On July 1 a fire destroyed the grain shed and warehouse of E. A. & J. L. Pennock at Chatham, Pa. The loss is said to be \$8,000.

Swarthout Bros' large bean elevator at Pinckney, Mich., was burned July 7, with about 5 carloads of hand picked beans. Loss \$5,000; insurance \$2,500.

A fire which destroyed the Michigan Central depot at Augusta, Mich., on June 15, communicated to a near-by elevator which was also burned. It contained but little grain.

O. H. Meeker's grain store and stock at Norwalk, Conn., was damaged recently by smoke and water, incident to a fire, to the extent of about \$2,000, which was covered by insurance.

The grain warehouse and elevator of S. Marks & Co. at Roseburg, Wash., were entirely destroyed by fire on June 29. The buildings with their contents of wheat and wool were valued at \$15,000.

Duncan Brothers' elevators at Palmyra, Ill., burned June 10, causing a loss of between \$1,500 and \$2,000, on which there was no insurance. The fire is believed to have started from the boiler furnace.

On June 22 the grain elevator of New Brothers at Greenfield, Ind., was completely destroyed by fire, supposed to have originated from a hot box in the top story. Four thousand bushels of corn were burned, causing a total loss of \$5,000, on which an insurance of \$3,000 was held.

The Western Starch Factory of the Stein-Hirsch Co. of Chicago, located at Hammond, Ind., was burned July 10, causing a loss estimated at \$300,000, fully covered by insurance. The plant had a capacity of from 3,000 to 4,000 bushels of corn per day and had generally been run at full capacity. Among the buildings burned was an elevator containing

50,000 bushels of corn and a storehouse with 40,000 cases of starch. The plant will be rebuilt on a larger scale.

The 30,000-bushel Atlantic Elevator at Elbow Lake, Minn., was destroyed by fire of unknown origin, June 20, at 2 a. m. The elevator was empty as were also 4 box cars of the Soo Line which were burned.

A supposed incendiary attempt was made on the night of July 3 to burn the building occupied by Smith & Carleton, grain dealers, at Methuen, near Lawrence, Mass. The fire was put out before serious damage was done.

The elevator and wool warehouse of F. E. Clare & Co., at Byron, Mich., was burned at an early hour on June 19. It contained over 2,000 bushels of beans and \$4,000 worth of wool. The loss is placed at about \$20,000 with an insurance of \$15,000.

On June 25 the Great Western Distillery at Peoria, Ill., was struck by lightning and totally destroyed by fire, occasioning a loss of probably \$300,000, fully insured. The establishment was running at a capacity of 4,500 to 5,500 bushels of grain per day.

Swift & Co's elevator at Bay State Ranch, two miles west of North Bend, Nebr., was burned on June 13. The building contained 6,200 bushels of corn and 400 bushels of oats. The loss amounted to about \$11,000; insurance \$5,448. The elevator will be rebuilt.

On July 5 J. F. Wilson's grain warehouse at Eureka, Ill., was destroyed by fire, causing a loss of \$2,000, covered by insurance. The fire spread to the grain warehouse of Otto Lew, which was also destroyed. Mr. Lew's house was valued at \$2,500, and fully insured.

Duff Hagerman's elevator at Mondamin, Harrison Co., Iowa, was burned June 14, together with 3,000 bushels of wheat and a carload of corn belonging to Gamet & Ogden. No insurance was carried by either party. The fire was supposed to have been started by tramps.

Shortly after 6 p. m., on June 21, the 300,000-bushel elevator of Isaac Staples at Stillwater, Minn., was destroyed by fire. At the same time his mill, valued at \$30,000, was consumed. The fire originated in the engine room between the mill and elevator, from an unknown cause, and attacked the elevator first. The elevator contained about 10,000 bushels of wheat, 50,000 bushels of oats, 10,000 bushels of corn and 3,000 bushels of barley, buckwheat and rye. There was \$24,500 insurance on grain and \$45,000 on building, machinery, etc. There was no insurance on the mill. It is a heavy loss to the business interests of Stillwater as it was the only elevator there. It is not likely to be rebuilt as the death of Mr. Staples occurred on the 27th, only six days after the fire.

OBITUARY

Benjamin F. Bruce died June 13 at Buffalo, N. Y., after an illness of several months. For many years he was a prominent member of the old Board of Trade, and its successor, the Merchants' Exchange. Deceased was 66 years of age.

Julius O. Whitney died May 14 at his home in Bradley, Ill. Mr. Whitney was at one time engaged in the grain business at Woodstock, Ill., and later was bookkeeper for the elevator firm of Munn & Scott at Chicago. He was 66 years of age.

Lloyd H. Dillon, president of the Dillon Milling Co. of Rock Falls, Ill., died at his home in Sterling, Ill., on June 18, aged 59 years. He was a veteran of the civil war, and a half-brother of G. M. Robinson, president of the Charter Gas Engine Co. of Sterling.

Christian Reeh, a well-known grain and feed dealer of Roxboro, Philadelphia, Pa., died July 8. He was born in Giesen, Germany, in 1820, where he learned the flour milling trade. He had been a citizen of the first named place since the early fifties.

Robert W. Clarke, for many years a member of the Chicago Board of Trade, died July 6 at his home in Hinsdale, Ill., as the result of a stroke of paralysis on June 27. He was 48 years of age, a native of Blairsville, Pa., and a resident of Chicago for 20 years. Since 1877 he has been connected with Norman B. Ream.

William B. McKnight, of the grain firm of Robert McKnight & Sons, Philadelphia, Pa., died June 8, in his 45th year. At the time of his death he was a member of the grain committee of the Commercial Exchange. He was connected with his firm for more than 20 years, and his father, the senior member of the firm, is the oldest flour merchant in the city.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

ONTARIO, Mildmay, Bruce Co., June 28.—Crops of all kinds in Ontario were never better during the past 40 years. LAWRENCE DOERING.

MICHIGAN, Constantine, St. Joseph Co., June 29.—Harvesting commenced here a week ago. All conditions and prospects are very favorable. J. F. EESLEY MILLING CO.

IOWA, Clarinda, Page Co., July 7.—Crops are looking splendid here, winter wheat particularly looks well. Farmers are about through cutting. Milling will be lively after the new wheat gets in. L. V. BLAIR.

MISSOURI, Green Top, Schuyler Co., July 8.—Thrashing has begun in this section. We have had but little new wheat come to mill, yet it is of fair quality. Farmers in general complain of poor yield and quality. F. C. STREUFERT.

IDAHO, July 7.—The harvest has already commenced in some sections of Idaho. Indications point to the largest crop ever known. The conditions have been extremely favorable for a large yield, and there is also a largely increased acreage.

WASHINGTON, Asotin, Asotin Co., June 26.—The wheat prospects are extra good here. Fall wheat is out of danger, and spring wheat is doing well. We will have new wheat about the first of August. There is still some old wheat in farmers' hands. GUY BAUER.

CALIFORNIA, San Francisco, July 1.—Grain and fruit in the Sacramento and San Joaquin valleys has suffered very severely by a severe north wind. Wheat was injured the most, and conservative farmers estimate that 40 per cent was thrashed out by the storm in certain localities. Ex.

WASHINGTON, July 7.—The wheat yield of Washington this year is expected to reach about 24,000,000 bushels, and the lowest estimates place it in excess of the crop of 1897. On the eve of harvest conditions are very favorable. In the Palouse, Walla Walla, and other wheat producing sections of the state barley is ready to cut, and the wheat harvest will be under way not later than July 12.

QUEBEC, Montreal, July 8.—The Manitoba and Northwestern Railway crop report for the two weeks ending July 8 shows that the crops in the section traversed by the road have gone ahead rapidly owing to wet weather. Grain is in the shot blade at nearly all points, and in many cases is coming out in head. What is now required in Manitoba and the territories is warm, dry weather. In most cases the crops are ahead of last year. Crops are in excellent condition in Ontario, and the first sample of red winter wheat was shown at Toronto July 7. The harvest this year will be a couple of weeks earlier than in previous years. The hay crop is enormous, and in some parts farmers have allowed people from town to go ahead and cut hay and draw it away just for the cutting.

KANSAS, Topeka, June 29.—The weekly crop report for Kansas shows that the wheat crop is not nearly as large as it promised to be ten days ago. Nearly every county in the eastern section of the state and many in the central part report serious damage from rust and excessive rain. Many fields are not worth cutting, and thousands of acres will yield very much less than expected. In most of the counties in the western section wheat has escaped damage, and some of the big wheat counties, like McPherson, Barton and Pawnee, will have large yields. There are complaints of serious damage in twenty-seven counties. Notwithstanding all the complaints, however, the aggregate crop will be the biggest on record with the exception of one year. The corn crop is making good progress. The farmers have had a week of fine weather for cultivating.

BROOMCORN.—In the broomcorn sections, particularly Central Illinois and Kansas, planting was delayed somewhat by excessive wet weather early in the spring. This has had a tendency to decrease the acreage in some localities, and to retard the rapid growth of the young plant. As a consequence, many fields are late, according to returns to Orange Judd Farmer, the stand uneven and weeds very numerous. With favorable weather from now on, however, the crop will develop and an average and probably slightly increased yield is promised. The acreage is about the same as 1897 over the greater part of the broomcorn section. Early in the season it appeared there would be a decrease, but as some land could not be planted to early crops, because of wet weather, they were seeded to broomcorn, after the excessive rains had ceased. The most of this will be late. Nearly all of the old crop has left

farmers' hands. A few sections report a small amount still on hand, but most of the 1897 yield has either been shipped to the factories or is held in warehouses by local dealers.

MISSOURI Crop Report, July 1.—The monthly crop report of the Missouri State Board of Agriculture shows a decline of 9 points in wheat conditions since May 1. Wheat is now placed at 73, and an estimated yield of twelve bushels per acre. In the extreme north counties the crop is being harvested under favorable conditions. Oats were seeded under unusual difficulties, and a decrease of acreage of 11 points was noted in May. The condition is now placed at 75, and it is feared when the crop is harvested this will prove a very liberal estimate. Corn acreage in May was placed at practically the same as in 1897, but continued rains have probably reduced this in some counties. The condition for the state is estimated at 78, the northwest section the lowest at 67, but with a cessation of rainfall and increased sunshine conditions should improve rapidly during this month.

IOWA, Des Moines, July 9.—All reports are to the effect that the crop prospects in Iowa were never better. The weather has been favorable since the middle of June. Iowa has always run to corn, but the acreage reports show that this year there is a decrease of 213,859 acres in the extent of cornfields—that is, a decrease of a little less than 2½ per cent, the total corn acreage for the year being 8,396,286. The report of the service shows that this year 1,293,231 acres of spring wheat were planted, an increase over 1897 of 216,394. Of winter wheat the number of acres planted last fall and not abandoned appears to be 191,451, a decrease of 3,015 acres. The total acreage of hay is 2,230,455. The acreage report shows: Oats, total acreage, 4,290,243; last year, 4,405,782. Rye, total acreage, 210,309; last year, 226,128. Barley, total acreage, 509,589; last year, 551,867. Flax, total acreage, 225,014; last year, 249,882. Potatoes, total acreage, 164,456; last year, 163,248.

MICHIGAN CROP REPORT, July 8.—The acreage of wheat grown in Michigan this year is, approximately, 1,710,000 acres. This total is the footing of the column "acres now on the ground" as returned by supervisors in the farm statistics last spring, though for a few townships not yet received or footed the acreage has been carefully estimated. The average yield per acre in the state is estimated at 16.74 bushels. This estimate is based on nearly 1,150 reports covering all parts of the state. More than 700 are from the southern counties and more than 300 from the central counties. The estimate, however, must be understood to represent simply the best judgment of our correspondents while the grain was standing uncut or in shock, as when made no thrashing had been done. The estimate points to a crop of about 28,600,000 bushels. Harvest is full two weeks earlier than in 1897. With good weather it will be completed by the 10th to 15th, or about the time begun last year. The number of bushels of wheat reported in June is 1,132,931, as compared with 490,278 reported marketed in June, 1897, and the amount marketed in the eleven months, August-June, is 16,622,661 bushels, as compared with 9,465,582 bushels in the same months last year. The area planted to corn is about normal, and the crop is in excellent condition. The condition is 22 per cent higher than one year ago. The average condition of oats is 91.

ILLINOIS CROP REPORT, June 30.—The condition of crops on June 20 is reported to the department of agriculture from all the counties in the state. For the six weeks between May 1 and June 20 there was little change in the conditions of winter wheat, there being an improvement of 3 points in the northern division of the state, a depreciation of 2 points in the central division, and of 3 points in Southern Illinois. The average condition for the state June 20 was 87 per cent, a more favorable outlook than for three years past at this date. Chinch bugs are reported in nearly every county in the state, but owing to the hard and continuous rains prevailing during the spring months, comparatively little damage was done to the growing wheat previous to June 20, but the pests will be ready to enter the corn fields after harvest. In a few counties in Central Illinois harvesting has commenced, the earliest date being June 16 in Pike County. In Southern Illinois harvesting was pretty general before June 20, the earliest date reported being June 8 in Massac and Pulaski counties. While the June 20 condition of oats in Northern Illinois is not so good as on May 1 by 3 points, the division average of 90 per cent is much better than a year ago, and in Central and Southern Illinois there is an improvement over May 1 of 3 points in the central and 10 points in the southern division. Their June 20 condition being given as 91 and 92 per cent respectively. The wet spring interfered very materially with corn planting, it being impossible in many sections to prepare the land and get the seed in at the usual time. The area planted, therefore, will be at least 6 per cent smaller than in 1897, when 7,051,500 acres were reported. Much

corn land was replanted, some even a second time, but the June 20 condition is not promising for as large a crop as last year. However, the seed used this year was excellent, and should there be no early frosts, and no chinch bug ravages, Illinois will continue to hold her own as a great corn producing state.

OHIO Crop Report, July 1.—The official report of the Ohio Department of Agriculture gives the following estimates, which represent acreage and condition as reported July 1. In the returns from the regular correspondents of the department nearly every township in the state was represented. Wheat—Condition compared with an average, 86 per cent; area plowed up and put in other crops, 2 per cent. Barley—Condition compared with an average, 88 per cent. Rye—Area plowed up and put in other crops, 1 per cent; condition compared with an average, 87 per cent. Oats—Condition compared with an average, 90 per cent. Corn—Area planted in 1897, 2,946,214 acres; estimated area for 1898, 2,954,564 acres; condition compared with an average, 90 per cent; damage by cut worms, 2 per cent; damage by white grub worms, 2 per cent. For corn there is an increase of area, compared with 1897, of between eight and nine thousand acres. The present condition of the plant is 90 per cent, as compared with an average. Condition varies throughout the state, owing to the very late period in the season to which planting was continued. There is some very small corn at the present time, but very much that is well up to an average in growth and is at this time making rapid advancement, and unless some serious drawbacks occur will improve in prospect and show a good product on an increased acreage.

SOUTH DAKOTA, July 4.—The crop bulletin for the week ending July 4 reported that on the 30th of June and the 1st of July good to copious general showers occurred over most of the east half of the state, the rainfall in some north and north-east counties being quite heavy. The rains, followed by cool weather, were generally very beneficial to spring wheat, oats, barley, rye, flax, corn, grass and gardens, and broke a drouth that was threatening serious result to small grain over much of the state. They were especially beneficial in the districts east of the Missouri river that had suffered from the hot, drying winds of the preceding week. Over these districts marked improvement is already seen in the condition of spring wheat, oats, barley, rye, and grass, but there appear to be many fields of spring wheat, oats and some barley that sustained permanent damage, the extent of which cannot yet be determined. In most of the south-east and middle-eastern counties, the prospects for all crops are still very flattering. The prospects for the corn crop, especially in the uniformly good stand, is the best that it has been for many years. In the most southern counties many fields are nearly ready to lay by. Early spring wheat and oats are heading generally. Barley is generally in head; rye is ripening in the southern counties, and some fields are reported ready to cut. It seems to be the general opinion that small grain harvest will begin earlier than usual.

GOVERNMENT CROP REPORT.—According to the report of the United States Department of Agriculture, Washington, D. C., July 11, preliminary returns to the statistician of the Department of Agriculture on the acreage of corn indicate a reduction of 3 per cent from the area harvested last year. There is a decrease of 502,000 acres in Illinois, 303,000 in Iowa, 661,000 in Missouri, 722,000 in Kansas, and 482,000 in Nebraska. Many other states likewise show a reduced acreage, but a majority of the southern states report an increase, ranging from 1 per cent in the case of North Carolina and Georgia to 8 per cent in that of Texas. The average condition, 90.5, although 7.6 points higher than the condition for the corresponding date of last year, is, with the exception of 1892 and 1897, the lowest July condition in ten years, the average for that period being 91.3. Conditions vary widely among the different states, Iowa reporting 100 per cent, Nebraska and Ohio 90, Kansas and Illinois 83, and Missouri 78. The condition of winter wheat, 83.7, is 5.1 points lower than last month, but is still 4.5 points higher than at the corresponding date last year, and 4.3 points higher than the average for the past ten years. The principal state per cent averages are as follows: Pennsylvania, 87; Maryland, 86; Tennessee, 90; Kentucky, 93; Ohio, 89; Michigan, 98; Indiana, 94; Illinois, 66; Missouri, 68; Kansas, 89; California, 40. The average condition of spring wheat is 95. This is 3.8 points higher than at the corresponding date last year, is 6.2 above the average for the past ten years, and is the highest July average, with two exceptions, in thirteen years. The principal state averages are as follows: Minnesota, 91; South Dakota, 89; North Dakota, 92; Iowa, 97; Nebraska, 102; Washington, 102; Oregon, 105. The average condition of spring and winter wheat combined is 89.4, which is 4.5 points higher than at the corresponding date last year, and 6 points higher than on July 1, 1896. The percentage of the wheat crop of 1897 reported as still on hand, July 1, 1898, is

3.36 per cent. The average condition of the oat crop, 92.8, is 5.2 points lower than last month, but is 5.3 points higher than at the corresponding date last year, 4.9 points higher than the average for the past ten years, and is, with one exception, the highest since 1889. The average condition of barley is 85.7, which is 6.9 points higher than last month, but is 2.8 points lower than July 1 last year, and 3.1 below the July average for the past ten years. The average condition of winter rye is 93.8, as compared with 95 July 1, 1897, and 90.6, the July average for the past ten years. The average condition of spring rye is 96.9, as against 90 July 1, 1897, and 90.6, the July average for the past ten years.

KENTUCKY Crop Report, July 1—The exceptionally fine showing of the wheat crop on June 1 has not been maintained, and the crop is fully from one-fourth to one-third short of what was anticipated. The most frequently mentioned cause of damage is rust, which seems to have been general. The crop ripened prematurely, and the filling is very imperfect, rarely more than two grains to the mesh being found. The berry is lacking in plumpness, which, together with the presence of considerable smut, will materially interfere with quality. The estimated average yield for the state is 13 bushels. For the western section the yield is 13 bushels, and for the central and eastern sections it is 16 and 11 bushels respectively. Favorable weather conditions have prevailed during June, and the corn crop is now in excellent condition. The average for the state is 96, an improvement of four points during the month. On July 1, 1897, the condition was 87. In the western section a few counties, including Union, Webster, Caldwell and Trigg, report the crop suffering for want of cultivation, which has been interfered with by excessive rainfall. In the central section the drouth has been relieved in those counties along the northern border, and the crop is fast regaining lost ground from this source. Taking the state by sections the conditions are: For the western, 93; central, 96, and eastern, 100; each being an improvement during June. The condition of the oat crop is 85 for the state as against 91 on June 1. On July 1, 1897, the condition was 80. The crop has improved in the central and about held its own in the eastern section, but in the western section it has fallen off from 96 on June 1 to 71 on July 1.

THE OHIO WHEAT TESTER LAW UNCONSTITUTIONAL.

On June 8 the case of John W. Yeazell, plaintiff in error, versus the State of Ohio, defendant, came up before the Second Judicial Circuit Court at Springfield, Ohio, before Judges Summers, Shearer and Wilson. This involved a conviction, as a test case, under the Wheat Tester Law, and came up on appeal from the Court of Common Pleas of Clark County. Judge Wilson delivered the decision of the court orally, which was transcribed for us by B. Blackburn Esterline. The decision is as follows:

"In the case of John W. Yeazell against the State of Ohio, the plaintiff in error was indicted by the court below for the use of a measure other than the standard half-bushel for the purpose of ascertaining the weight of wheat and the value of wheat. Upon this indictment a jury was waived and an agreed statement of facts prepared and submitted to the court upon which the defendant was found guilty and fined in the sum of twenty-five dollars and costs.

"A demurrer had been filed to the indictment which was overruled and judgment was entered upon the finding of the court. A motion for a new trial was filed and overruled. Error is prosecuted here now to reverse the judgment of the court below, for that it erred in overruling the demurrer to the indictment and erred in entering the judgment against the defendant because the statute under which the defendant was indicted and convicted is unconstitutional.

"We may say that if the law be constitutional, the defendant below was properly convicted, as the facts agreed upon were such as would justify a conviction.

"The law under which the defendant was indicted and the section of the law defining the crime was enacted on the 1st day of March, 1894. The first section of the law is as follows: 'Be it enacted by the General Assembly of the state of Ohio, that it shall be unlawful for any person, commission merchant, miller, dealer, grain inspector, corporation, company, firm or association, either by himself, itself, officer, agent or employee, when purchasing or receiving in barter or exchange for flour or otherwise, from the original producer, his agent or employee, to use for the purpose of testing or determining the weight, grade, milling or market value of wheat, any measure other than the standard half-bushel furnished this state by the United States; and the use of any fractional part of said standard half-bushel measure for such purpose will be a violation of this section.'

"In the argument to support the contention that

the law is unconstitutional, it is said that the statute is indefinite in its terms and not capable of application, because the subject of the purchase is not expressed in the act. We think, however, that while the syntax is not the best, it is sufficiently clear that wheat is meant, the purchasing of which and the testing the value of which by any other measure is prohibited.

"It is said that the law is unreasonable, because it applies to wheat alone, not to the other grains, and so much so that the courts should not enforce it. The value of wheat is determined by its grade, and the rules of grading are so arbitrary in their nature, that it seems to us the Legislature in its wisdom may conclude that wheat apart from other grains in commerce is a proper subject for legislative control, and it may be said also that we think it is within the province of the Legislature to determine how its purchase and sale may be controlled, so that they do not contravene any rights of the public.

"It was competent for the Legislature to determine that, in order to prevent fraud and imposition, but one standard should be used in the test, and a standard containing the quantity of a half-bushel might be selected as the best and surest test of the weight and the value of the grain, so that in these regards we concede to the Legislature the power to regulate the purchase and sale of wheat.

"It is argued, however, that this law is unconstitutional, for the reason that it impairs the obligation of contracts and invades the liberty of the citizen, and deprives the citizen of property rights without due process of law, and deprives the citizen of the equal protection of the law.

"These paternal legislative acts have been considered variously by the courts within the states of the United States. We have examined a large number of cases considering the different acts, and we find that in them all, whatever the differences in opinion of the court may be in other respects, this principle is universally recognized; that whenever a burden is placed upon persons or a class of persons, or whenever a privilege or protection is given to persons or class of persons to the exclusion of other persons, it must be based upon some existing distinction or reason not applicable to the person not within its provisions.

"This act, if we grant it to be properly passed for the purpose of preventing an imposition or fraud in the purchase of grain, is made to protect the producer of wheat to the exclusion of all other dealers in wheat. Now what reason, what distinction is there applicable to the producer of wheat, that does not apply to any other person who deals in wheat?

"In answer to this question, it is argued by the defendant in error, that the other persons who deal in wheat are the millers or shippers, who have a peculiar business knowledge with reference to wheat and the value of wheat, which exempts them from the necessity of the protection of the law, in this regard. But millers and shippers other than producers are not the only persons who buy wheat. Wheat is sold at sheriffs' sales and constables' sales and executors' and administrators' sales; any person may buy it. It is taken for debt, and any person may take it from the producer. A man is not necessarily a shipper or miller because he buys wheat. There are innumerable reasons why he may not want to buy wheat from the producer, and why he may not want to sell wheat, and not want to ship it after he has bought it. We cannot deny to any citizen in the state the right to buy and sell wheat whenever he sees fit. Therefore, if he has the right to do so, and it is necessary to protect him when he sells it from fraud and imposition whether he be a producer of wheat or not, he is entitled to the same protection that is extended by law to the producer.

"There is no reason why the farmer should be granted express legislation and tutelage, or why he should be made a ward of the state or protected in his dealings as an infant, or as a married woman was at one time. It is a reflection upon his intelligence and business capacity to select him out of the community and say that his weakness is such that the law will throw around him a protection which will prevent imposition when he wants to sell a bushel of wheat. It could not give that protection to a merchant to protect his goods or the miller to protect his wheat when the farmer wants to buy it from the miller for seed.

"We think that the law in its terms is unequal; that it does not apply uniformly to all the citizens in the state, and there is no reason or sense in the classification which the statute makes; that it is not proper classification to say that the producer of wheat alone shall be protected in the purchase of wheat, and for that reason we think the law is unconstitutional. It may be that a close analysis of this question would disclose that the law has infringed upon rights in other respects, but we hold that the law under which this defendant was indicted and convicted is unconstitutional. It is not the law of the land, and the conviction, therefore, is against the law of the land.

"The judgment of the court below will be reversed and the demurrer to the indictment will be sustained and the defendant will be discharged."

BIG ELEVATOR FIRES.

Says the New York Journal of Commerce and Commercial Bulletin: "The heavy loss in Armour Elevator 'D' at Chicago is directing attention to elevator risks. Some underwriters feel that the loss on the class has been too heavy, particularly in the case of terminal elevators, the rates on which have been reduced somewhat too much for automatic sprinkler installations, in their opinion. The following list includes the principal elevator fires since July, 1892:

Date and Location.	Reported Loss.
1892—	
July 18 Richmond, Va.—Richmond Grain Elevator	\$ 100,000
Aug. — New York, Thirty-fourth Street and Eleventh Avenue—Building and machinery cost \$50,000 insurance.....	20,000
Grain cost \$80,000; insurance.....	50,000
Dec. 23 Fairfeld, Wash.—Pacific Coast Company.....	60,000
1893—	
Jan. 22 St. Louis, Mo.—Carondelet Elevator "C" insurance on building.....	200,000
Terminal loss insurance on grain.....	300,000
Jan. 23 Indianapolis, Ind.—F. P. Rush & Co. "No. 3," \$150,000 to \$300,000; insurance.....	81,000
Mar. 28 Chicago, Ill.—Frank Marshall, loss \$100,000; insurance.....	32,000
Apr. 24 Bellingham, Minn.—Northwestern Elevator.....	100,000
May 15 Terre Haute, Ind.—Hudnut's Elevator.....	50,000
Aug. 15 Buffalo, N. Y.—Coatsworth Elevator, building worth (Contained only 20,000 bushels of grain.)	950,000
Nov. 15 Fergus Falls, Minn.—Page Milling Company.....	100,000
1894—	
Jan. 3 Toledo, Ill.—Quale Elevator.....	120,000
Feb. 27 Oakland, Minn.—Klench Bros.....	60,000
Feb. 13 Newark, N. J.—T. J. Preston.....	100,000
Apr. 20 St. Louis, Mo.—Crown Elevator.....	64,500
Jan. 14 Chicago, Ill.—Bennis & Curtis, loss \$300,000; insurance.....	104,000
June 22 Toledo, O.—Dayton & Michigan Elevator.....	35,000
Aug. 9 Huntington, Ind.—Wabash Railroad.....	40,000
Sept. 24 Portland, Ore.—Pacific Coast Elevator.....	325,000
Dec. 15 Memphis, Tenn.—Empire Elevator "E".....	300,000
Dec. 29 Toledo, O.—D. & M. Elevator "B" insurance.....	500,000
1895—	
Apr. 10 St. Louis, Mo.—Missouri Grain and Com. Company Elevator.....	75,000
May 12 Port Huron, Mich.—McMorrison & Co., elevator and mill.....	200,000
July 13 Indianapolis, Ind.—Central Elevator Company.....	100,000
July 5 Terre Haute, Ind.—Bartlett, Kuhn & Co., insurance.....	30,000
Sept. 25 Columbus, Mo.—Boone County Milling Company Elevator.....	100,000
June 7 Appleton, Wis.—Wisconsin Malt and Grain Company Elevator.....	62,000
Sept. 28 Milwaukee, Wis.—Palme Bros. & Co. Elevator.....	30,000
Sept. 28 Superior, Minn.—Dairy Flour Mill Elevator.....	100,000
Sept. 28 Pleasantville, Ia.—Stewart & Co. Elevator.....	60,000
Sept. 25 Brooklyn, N. Y.—Marsh, White & Co.....	47,000
Sept. 20 Indianapolis, Ind.—Smith & Co. Elevator "D".....	38,000
Oct. 5 Fort Collins, Colo.—Colorado Milling and Elevator Company.....	125,000
Nov. 18 Callip, Ia.—Hunting Company Elevator.....	32,000
Nov. 24 Port Richmond, N. Y.—Brady's Elevator; insurance.....	11,000
Nov. 28 Savannah, Ga.—Savannah, Florida & Western Railway; insurance.....	15,000
1896—	
Feb. 15 Kansas City, Mo.—Empire Elevator.....	35,000
Mar. 2 Minneapolis, Minn.—Minnesota Terminal Elevator "A2".....	800,000
Mar. 1 Winfield, Kan.—Santa Fe Elevator.....	75,000
Mar. 26 Tower City, N. D.—Consolidated Elevator.....	40,000
May 23 Treherne, Man.—Farmers' Elevator.....	18,000
June 11 Green Bay, Wis.—Cargill Elevator.....	95,000
June 27 Valley City, N. D.—Johnson Elevator.....	40,000
July 1 St. Louis, Mo.—Terminal Elevator.....	200,000
Sept. 18 Chicago Junction, Ohio—Mill and Elevator, Elkins Bros.....	100,000
Oct. 26 Chicago, Ill.—Chicago & Pacific Elevator "A" and "B".....	1,200,000
Nov. 27 Farmington, Minn.—Ermpsey & Woodward Elevator.....	30,000
Nov. 27 St. Paul, Minn.—St. Paul Elevator and Warehouse Company.....	180,000
Nov. 2 Farmingsdale, Ill.—Beggs' Elevator, etc.....	45,000
Dec. 9 New Rockford, N. D.....	25,000
1897—	
Jan. 1 New Brighton, Minn.—City Elevator Company.....	100,000
Jan. 26 Chicago, Ill.—Elevator and malthouse.....	380,000
Feb. 19 Toledo, Ohio—Lake Shore Elevator "A".....	300,000
Mar. 11 Buffalo, N. Y.—Ryan Elevator and Float.....	85,000
April 22 Port Huron, Mich.—Sanborn's Tower Elevator.....	200,000
April 27 Peoria, Ill.—Iowa Elevator.....	200,000
May 21 Moberly, Mo.—P. B. Grow & Co. Elevator and Mill.....	60,000
May 19 New Castle, Ind.—Lake Shore Elevator and Depot.....	5,000
June 6 David City, Neb.—Elevator and electrical plant.....	37,000
June 11 Chicago, Ill.—Marshall Elevator.....	23,000
July 28 St. Louis, Mo.—G. P. Plant Milling Company Elevator "G" insurance.....	45,000
Aug. 5 Chicago, Ill.—Northwestern Elevator.....	175,000
Aug. 9 Havana, Ill.—Turner-Hudnut Company; insurance, \$18,000; loss.....	35,000
Sept. 3 Madison, Ill.—Madison Elevator; insurance.....	55,000
Sept. 4 St. Louis, Mo.—Spencer Elevator; loss.....	15,000
Sept. 20 Cherry Valley, Ill.—Krown & Sanborn.....	20,000
Sept. 22 Toledo, O.—Backus Elevator Building; loss.....	75,000
Oct. 28 Buffalo, N. Y.—Sturgis Elevator; building loss Grain loss.....	100,000
1898—	
Jan. 26 St. Louis, Mo.—Union Elevator and others.....	680,000
Jan. 5 Stockton Cal.—Grain warehouses.....	500,000
Feb. 27 Van Alstyne Tex.—Beall's Elevator.....	12,000
Mar. 3 Christiansburg, Pa.—Waller's Elevator.....	20,000
Mar. 18 Lakota, N. Dak.—Minn. and Northern Elevator.....	37,000
Mar. 16 Chatsworth, Ill.—Meents, Smith & Cloke.....	25,000
Mar. 23 Poughkeepsie, N. Y.—Reynolds' Elevator.....	65,000
Mar. 28 Ipswich, S. Dak.—Victoria & Bageley Company's.....	17,000
April 21 Belton, Pa.—Elevator and mill; insurance, \$20,000.....	50,000
April 18 Boston, Mass.—Hoosac Elevator; insurance on building.....	104,000
Insurance on grain.....	200,000
May 1 Augusta, Ga.—Georgia R. R. Elevator; insurance.....	38,500
May 12 Chicago, Ill.—Armour Elevator "D" (C. B. & Q. R. R.).....	1,000,000

The Armour Elevator Co., Chicago, has sent a check to the Army and Navy League for \$100 to be used for relief work.



The Rosenheimer Malt & Grain Co. will erect a malthouse and elevator in Kewaskum, Wis.

Mr. J. H. Pank, secretary of the United States Maltsters' Association, occupies offices in the Gaff Building, La Salle Street, Chicago.

The St. Louis Brewing Association (syndicate) has declared a dividend at the rate of 8 per cent on the preferred and 4 per cent on the common stock.

Jules A. Saladin, Nancy, France, has been granted a U. S. patent (No. 606,586) for a malt steamer, to be used in connection with the Saladin system of pneumatic malting.

The American Malting Company has let the contract for the equipment of the addition to the malthouse at Twelfth and Rockwell streets, Chicago, to the Weller Mfg. Co. The company has declared the usual 1 1/4 per cent dividend on preferred stock, payable June 15.

The exports of barley from Russia from August 7, 1897, to June 18, 1898, N. S., as reported by the Journal of Industry of St. Petersburg, have been 7,245,200 quarters of 400 pounds, as against 5,372,100 quarters for the same period of 1896 and 5,758,800 in 1895.

The additions to the South Chicago malthouse of Albert Schwill & Co. were designed by Herman Stier, inventor of the pneumatic malting system there in use, and designer of the original plant. The enlarged plant will be finished in time to malt the barley crop now ready for the harvest.

There is talk of syndicating the Baltimore breweries not in the English syndicates. There are about 20 of these, which it is proposed to consolidate, with a capital of \$12,000,000, consisting of \$3,750,000 8 per cent preferred stock, \$4,500,000 6 per cent first-mortgage bonds and the balance common stock.

Work has at last begun on the new brewing and malting plant at Sioux City, Iowa, owned by the Sioux City Malting Co. It will be a thoroughly modern plant, to cost \$300,000, and will be finished about January 1 next. It will have capacity for brewing 100,000 barrels of beer and making 10,000 bushels of malt.

The Curtis Malthouse and Elevator branch of the American Malting Co., at Buffalo, will be equipped with electric motors aggregating 265 horse power. The elevator now building will have storage capacity for 300,000 bushels. The new malthouse, on pneumatic system, will have thirty cylinders of 400 bushels each.

Among recent brewery firm changes are the following: John Piemeisel succeeds Kokes & Piemeisel at New Prague, Minn.; John Waessner succeeds F. Bosch at Downieville, Cal.; Gosnell & Stadler, Nelson, B. C., have dissolved; Kaiser Karl, Piqua, Ohio, has made an assignment; Heath & Reinken succeeded Hallaver Felix at Westcliff, Colo.

Of the many new brewing companies announced from day to day, few really represent new establishments, being rather incorporations of existing private businesses. The impersonal corporation is becoming a favorite for conducting a brewing business, and the day is rapidly approaching when few larger brewing plants will be operated otherwise than by incorporated companies.

J. C. Bauer, head of the firm of J. C. Bauer & Co. of San Francisco, the largest malting firm west of Chicago, died May 21. Mr. Bauer was a native of Germany, but came to America in 1850, working first in the eastern states until he went to Nevada in 1861. He went to California in 1878, becoming engaged in the malting business in 1882. This Empire malthouse has a capacity of 450,000 bushels.

The president of the United States Brewers' Association, having stated at the Atlantic City convention that the quantity of beer consumed in the United States has actually decreased in the past two years as compared with the best former years, are we to infer, in view of the fact that some well-known maltsters outside the American Malting Company, as well as that company itself, are enlarging their malting plants, that the proportion of malt used in brewing lager beer is increasing and

getting back to "old-fashioned beer" quantities again? It would seem so.

The imports of barley by Germany, August 1, 1897, to May 1, 1898, were 5,137,700 quarters, as against 5,157,000 quarters same period, 1897. The exports for the same period were 94,660 quarters, as against 69,800 quarters 1897. The barley exports of Austria-Hungary same period 1898 were 1,571,265 quarters; in 1897, 2,499,600; imports, 1898, 1,533,800 quarters, with exports of 44,200 quarters.

The negotiations to consolidate the non-syndicate breweries of Chicago are still on, with every prospect of success. This consolidation is looked upon as a "very important step in insuring stability to the local brewers' association." Meantime shares of the local syndicate companies are wholly inactive, receiving very little attention by investors. Sales of shares in the five Chicago companies, January 1 to June 24, were only 12,216.

The Macdonald Engineering Co., Chicago, are building a steel storage addition to the American Malting Co.'s plant in Chicago, with a capacity of 200,000 bushels. The system of bin construction is entirely new and gives a variety of bins, with capacities varying from 1,000 to 10,000 bushels each. The structure is entirely fireproof, being all steel, and equipped with conveying and receiving machinery. There is no lost space on the ground covered.

The South African malt imports for 1897 amounted to \$178,848, four-fifths of which came from England and the balance from Germany. The malt is shipped both in bags and in sheet-iron tanks holding 200 pounds. It is explained that the South African brewers prefer English malt because of the assurance they have of its quality suiting their climatic conditions, although the barley malted has been mainly American, the California Chevalier particularly being in favor.

The United States Maltsters' Association will be composed only of actual manufacturing maltsters or their accredited representatives and bona fide dealers in malt, it being the purpose of the Association to make it strictly a trade organization controlled by those who are directly interested in its operations as such. The meeting of June 7 last was adjourned to meet to-day (July 15) at Buffalo, N. Y., when permanent committees will be appointed and the organization perfected. Those who are interested in this Association not already provided with them may obtain copies of the articles of organization by addressing Mr. J. H. Pank, the secretary, Chicago.

The very marked increase in the imports of American barley of late years by both English and German maltsters and brewers has turned the special attention of the careful and methodical Germans more particularly to a study of the qualities of the American grain. Some recent reports of analyses of specimens of the crops of 1895 and 1896, made by the well-known brewery chemist, A. Lang, published by the brewing press, are not without interest. In the first place the proportion of water varies from 11 to 15 per cent. That important item, the quantity of nitrogen, also differed widely, ranging from 1.55 to 2.25 per cent. These, when calculated as protein matter, are equal to 9.69 and 13.85 per cent, and the variation in value of starch is equally apparent, being 65.87 and 70.57 per cent. One of the most satisfactory features of these barleys, which, it must be remembered, have in many instances withstood tropical heat and arctic cold in transit, is the absence of idle corns, there being only from 0.6 to 7.8 per cent of non-germinating grains in all the samples analyzed. Contrary to western American and to English opinion, also, the latter being largely indebted to Californian barleys for the excellence of their light pale ales, German experience, as exemplified in Mr. Lang's researches, is not favorable to their use. It appears that the grain from Californian districts did not prove suitable for brewing beers on the German system, while those samples grown in Wisconsin and Montana proved to be everything that was desirable. The Wisconsin barley contained more nitrogenous substance than did the other varieties, but the barley most

recommended was the barley known as Montana Chevalier, which is grown from seedlings hailing from the Hungarian Saale districts. Large quantities of this barley (probably the greatest proportion of the Montana crop) have for two years past gone to Germany on contracts made even before the grain had headed.

MOISTURE IN MALT.

A German expert has recently asserted that malt in garner undoubtedly carries on a respiratory action, with formation of water as one of the transformation products of a slow combustion change. This combustion is exceedingly interesting and instructive, but in the opinion of the expert of the London Brewers' Journal little action of the kind can take place when the store bins are perfect, although the assertion referred to should be remembered, since uniform success in connection with malt storage is a most important point in brewing. How many small breweries have disappeared through ignorance of the part played by slack and ill-cured malt in the production of modern low gravity beers?

TREATING WET BARLEY.

Dr. Behrend of Germany has shown by experiment that when a barley is in an over-moist condition the best way to handle it is to spread it out upon airy floors to dry out, storing it there for a few weeks and not attempting to use it at once. In testing this view Dr. Behrend dried some parcels of very wet barley by storage for five weeks, after which period it was found that its percentage of water had decreased from 20.88 to 12.13. At the same time the percentage of germinating grains rose from 67.8 to 91.2 per cent (counted on the third day) and from 79.7 to 94.8 per cent on the tenth day after steeping. These figures show an increase in germinating power of the dried barley over the undried barley of 23.4 and 15.1 per cent respectively.

IMPORTS AND EXPORTS BARLEY AND MALT.

	IMPORTS.	Bushels.	Value.
Barley, May, 1897.....	.....	65,453	\$ 16,295
do. 1898.....	.....	90	56
Ten months ending May, 1897..	1,195,481		373,363
do. 1898..	124,803		43,862
Barley malt, May, 1897.....	.....	405	293
do. 1898.....	.....	401	339
Ten months ending May, 1897.	10,354		8,652
do. 1898.	4,369		4,063
	EXPORTS.		
Barley, May, 1897.....	1,849,847		580,154
do. 1898.....	492,465		239,690
Ten months ending May, 1897	13,574,066		7,144,754
do. 1898..	1,130,796		5,480,106
Barley malt, May, 1897.....	.....	40,086	30,126
do. 1898.....	.....	359,230	253,270

STACKING BARLEY.

The more intelligent barley growers do not approve of large stacks. The berry needs the benefit of sunshine and the drying out had in the stack to have it grade best as malting barley. Stacks are built preferably long and narrow and not very high. The form seems a wasteful one, but such is the practice of the best barley growers of England and the continent, who use this form of stack in preference to garnering in barns. The point to be considered in all handling of barley, in the straw and after thrashing, is to prevent mow-burn or heating, both of which damage the grain for malting purposes. At the same time, the beneficial influences of moderate warmth to induce the proper sweating in the stack must not be overlooked, since this process also is necessary to prepare the grain for the maltster. This explains also why threshing too soon after cutting is not beneficial to malting barley.

RETORREFACTION OF MALT.

Many expert brewers attached great importance to absolute malt dryness as one important stepping stone to eventual success, and they have advocated this consistently for many years. Recently this teaching has been indorsed by the erection of special kilns and retorrefaction hoppers both in England and on the continent. The best flavor of coffee is secured, as all know, when the berries are carefully roasted just before being ground for infusion, and similarly a good flavored beer is produced when the selected malt can be effectually torrefied some few hours before milling. Many people appreciate the aroma of new malt as stripped from kiln, but few are aware that the same delicate "nose" can be imparted to stored material under the circumstances of retorrefaction alluded to. This is not, as many writers imagine, a mere process of redrying, but one that saturates grain with antiseptic vapors, revives the dormant energy of malt enzymes, and so modifies starchy matters that eventual hydration changes are not so advanced as otherwise. The inauguration of such processes may appear trivial matters to the scientist, but they are of great importance to the practical worker, and mark the turning point in the history of many breweries.



Robert L. Michie & Co., dealers in hay and grain at Boston, Mass., have assigned.

Fred Staffel has succeeded Staffel & Reich in the hay and grain business at San Antonio, Texas.

W. W. Duncan of Los Angeles has purchased the hay and feed store of W. W. Pratt at Orange, Cal.

It is reported that the hay crop in the peat lands of Orange County, Cal., this season is the largest ever known there.

A large hay warehouse and baling plant has recently been completed at Lansing, Mich., by the Michigan Produce Co.

Wm. A. Quay, of Albany, N. Y., is forming a stock company for the purpose of operating a farmers' hay market in that city.

Wm. C. Bloomingdale, dealer in hay and feed in Brooklyn, N. Y., suffered a loss by fire last month, which was fully covered by insurance.

A car will be chartered by the 25 or more dealers and receivers of Cincinnati to carry them to the convention at Buffalo on August 9 to 11.

Nearly 400 men were engaged in cutting hay on the Kaukakee marsh in Northern Illinois recently, and the crop is estimated at from 20,000 to 30,000 tons.

The hay, grain and feed store of Marcke & Co. at Louisville, Ky., was destroyed by fire on June 22, entailing a loss of about \$10,000, partly insured. The value of the stock was \$3,000.

The Montreal Trade Bulletin of June 10 said: "A lot of hay was lately shipped to Liverpool via Boston, the ocean freight being 17s. 6d., but no such rate on hay can be had at this port."

The hay and grain shed and stock of Cyrus Jones at Lynn, Mass., were badly damaged by fire on June 16. About 75 tons of hay was in the building. The loss is placed at \$4,000, which is practically covered by insurance.

The Hay and Straw Committee of the New York Produce Exchange, consisting of M. L. Rickerson, chairman; D. F. Wells, S. Ingersoll, Henry Dusenberry and Thos. Lenane, have been reappointed for another year.

R. L. Forrester of Raymond, and Col. T. P. Baxter of Taylorville, Ill., have entered into partnership at East St. Louis, Ill., as Forrester, Baxter Co., general commission merchants. They will operate the East St. Louis Hay Exchange, and have an office in St. Louis in charge of Charles Baxter, son of T. P. Baxter.

So far as chemical analysis shows, the difference in the composition of hay due to the time of cutting is not as marked as might be supposed. When cut in full bloom timothy hay contains as much nutriment if not more than when fully ripe, and besides being more palatable and digestible, it gives better results with less waste.

The late rains in California have changed the hay supply question wonderfully. In many places a fair crop has been cut and in some sections a second crop will be cut which promises to be even better than the first. The price has already fallen off and is likely to continue to do so to such an extent as to render shipments from Arizona unprofitable.

For the first six months of the present year, the receipts of hay at all terminals in New York harbor were 201,976 tons and exports 13,960 tons, leaving for local use 188,016 tons. During the first six months of 1897, the total amount received was 163,272 tons, of which amount 7,710 tons were exported, leaving a balance of 155,562 tons for home consumption.

The Farm Implement News says: Sales of mowers, loaders, rakes and of hay tools in general were never so large. There should be a big demand for tedders, as on account of the thick, rank growth of the grass, the curing will be difficult, even with plenty of sunshine. If this rainy, cloudy weather continues into next month, much hay will be spoiled and the crop generally damaged.

During the recent hay famine in California, Utah shippers found a profitable market there, but they were not long in discovering that they had heavy competition, as the shippers of the prairie states east of the mountains could lay down hay in San Francisco as cheaply as they could. However, the Utah

dealers hope that the opening they have made this year in the coast markets will prove permanent.

The New York Sun says: Almost all the hay sold in this city nowadays is baled; only the very small fraction of 1 per cent of it is loose hay; and a load of loose hay carried through the city's streets would attract attention.

The Star of Tucson, Ariz., says that the hay industry of that vicinity is almost a new source of wealth there this year. It estimates that the farmers have received this spring \$50,000, less freight, for hay shipped to California.

The reported area of acres in hay in the United States in 1897 was 42,326,770, and the total product is reported as 60,664,876 tons, with an estimated value of \$401,390,798. This, then, is less than 1½ tons to the acre, and the value is a little over \$6.50 per ton, or a little less than \$10 per acre.

One of the evils which a growing organization, such as the National Hay Association, will soon be in a position to alleviate is the disproportionate rate on hay from interior points to the seaboard or other common points of destination. This subject will probably receive consideration at the next annual convention of the association at Buffalo next month.

The preparations being made by the local hay and grain merchants of Buffalo for entertaining the delegates to the National Hay Association convention are in keeping with the well-known hospitality of the citizens of the Electric City. The opening session will be called to order at 9 o'clock Tuesday morning, August 9, in the convention hall, corner Main and West Genesee streets. In the afternoon the delegates will be given a trolley ride about the city, and in the evening a smoker at the convention hall. There will be a brief business session again Wednesday morning, after which the delegates will be taken for a steamer ride on the lake and the Niagara River, with a dinner served on the boat. On Thursday the delegates will be taken on trolley cars to Niagara Falls city, and from there down the gorge road for a view of the rapids.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the last four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending June 18 the receipts were 4,238 tons, against 5,165 tons the previous week. Shipments for the week were 308 tons, against 345 tons for the previous week. Strictly Choice Timothy and Upland Prairie was in only fair supply, and the demand was moderate. Prices ruled steady. The bulk of the offerings consisted of low and medium grades, and the market was overstocked. Receivers found it almost impossible to effect sales of this class of stock. A very dull market was experienced, and the week closed with a number of consignments on the track unsold. Sales of Choice Timothy ranged at \$9.50@10.50; No. 1, \$8.50@9.50; No. 2, \$7.50@8.75; No. 3, \$6.50@7.00; Not Graded, \$6.50@8.25; Choice Prairie, \$10.00@11.00; No. 1, \$8.00@9.50; No. 2, \$5.50@6.00; No. 3, \$5.00@6.00; No. 4, \$3.50@4.00. Rye straw sold at \$3.00 for heating, and \$5.00@6.00 for fair to choice. Wheat straw at \$4.00@4.50, and oat straw at \$3.50.

During the week ending June 25 the receipts were 3,231 tons, against 4,238 tons for the previous week. Shipments for the week were 290 tons, against 308 tons for the previous week. The bulk of the offerings consisted of low and medium grades of Prairie Hay for which a very dull market was experienced throughout the week. Choice grades of Timothy and Prairie Hay were in light supply, and met with a fair demand. Prices ruled steady, and showed no material change. Sales of Choice Timothy ranged at \$9.25@10.50; No. 1, \$8.00@9.50; No. 2, \$7.00@8.25; Not Graded, \$6.00@9.25; Choice Prairie, \$10.00@11.00; No. 1, \$5.50@9.00; No. 2, \$4.00@5.00; No. 3, \$4.00@5.75; No. 4, \$3.00@4.50; Not Graded, \$7.50@7.75 for new. Rye straw sold at \$4.50@6.00, and wheat straw at \$3.25.

During the week ending July 1 the receipts were 3,201 tons, against 3,231 tons for the previous week. Shipments for the week were 354 tons, against 290 tons for the previous week. Low, medium and off color Timothy and Prairie Hay was in large supply and almost unsalable. Little or no demand existed, and consignments had to be carried over from day to day. Strictly choice, sound hay met with a fair demand, and as the offerings were light a steady feeling prevailed. Sales of Choice Timothy ranged at \$9.50@10.50; No. 1, \$8.00@9.50; No. 2, \$6.50@8.50; No. 3, \$6.00@6.50; Not Graded, \$6.00@8.00; Choice Prairie, \$9.00@10.50; No. 1, \$6.00@9.50; No. 2, \$4.50@5.00; No. 3, \$3.50@4.00; No. 4, \$3.00; Not Graded, \$6.00. Rye straw sold at \$5.00@5.50, and wheat straw at \$3.00.

It was considered a matter worthy of note that at the time of the Leiter troubles there were no failures among commission houses. All calls for margins were met promptly, and the concerns closest to Leiter did some transferring, but that was only to relieve themselves of the extraordinary strain of being called on all trades both ways.

Late Patents

Issued on June 14, 1898.

Conveyor.—Alfred M. Acklin, Pittsburg, Pa., assignor to Heyl & Patterson, same place. No. 605,621. Filed Jan. 15, 1897.

Gas Engine.—James F. Duryea, Springfield, Mass., assignor to the Duryea Motor Wagon Co., same place. No. 605,815. Filed June 14, 1897.

Issued on June 21, 1898.

Grain Car Door.—William A. McGuire, Chicago, Ill. Filed Feb. 24, 1898. No. 603,170. See cut.

Corn Sheller.—Felix B. Tait, Decatur, Ill. No. 605,934. Filed Aug. 18, 1897. See cut.

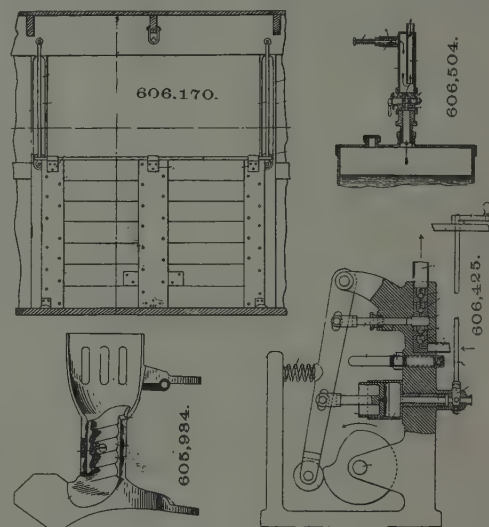
Issued on June 28, 1898.

Muffler for Engines.—Geo. L. Gardner, Dayton, Ohio, assignor of one-half to F. D. Bittinger, same place. No. 606,280. Filed Aug. 23, 1897.

Explosive Engine.—Samuel Bouton, Philadelphia, Pa., assignor of one-half to Wm. F. Ruwell and Alfred Henwood, same place. No. 606,504. Filed July 30, 1897. See cut.

Gas Engine.—Thomas H. Hicks, Fort Wayne, Ind. No. 606,386. Filed Nov. 29, 1895.

Governor for Explosive Engines.—Hiram P. Maxim, Hartford, Conn., assignor to the Pope Mfg.



Co., same place and Portland, Me. No. 606,425. Filed Feb. 27, 1897. See cut.

Cotton Seed Separator.—James A. Garrett, Troy, Tex. No. 606,533. Filed Nov. 7, 1896.

Water Motor.—Albert Rosenberg, Baltimore, Md. No. 606,361. Filed May 18, 1897.

Wave Motor.—Robt. J. Robinson and Wm. A. Nelden, Salt Lake City, Utah. No. 606,632. Filed Sept. 3, 1897.

Air Compressing Wave Motor.—John H. Leonard, Leonard Station, Cal. No. 606,561. Filed June 18, 1897.

Issued on July 5, 1898.

Feeder for Corn Shellers.—Willard C. Rowe, Decatur, Ill., assignor to the Union Iron Works, same place. No. 606,740. Filed Oct. 9, 1897.

Pneumatic Grain Elevator.—Jesse Brogan, Meservey, Iowa. No. 606,885. Filed July 29, 1897.

Rice Hulling and Polishing Machine.—Herman A. Barnard, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., same place. No. 606,909. Filed Sept. 13, 1897.

THE TAX ON A CAR OF WHEAT.

The producer who ships a car of wheat under the new stamp law will pay taxes on that car as follows: On the telegram announcing its shipment, 1 cent; on the bill of lading, 1 cent; on the inspection certificate on arrivals at Chicago, 10 cents; on the weighing certificates, 10 cents; on the warehouse certificate when it is inspected into store, 25 cents; on the draft he draws against the car at shipment, 2 cents; on the sale of the grain at Chicago, 1 cent on every \$100 of value, 5 cents. His commission man will have to put a 2-cent stamp on the check with which he pays the countryman's drafts, and he will also have to put a 2-cent stamp on the check which he sends to the countryman for whatever balance there is after the grain is sold. These taxes the countryman will have to pay. The shipper who buys the wheat will have to go through about the same motions on the same car, paying new taxes on the new certificates, on new checks and on new warehouse receipts.—Minneapolis Market Record.

WATERWAYS

A grain fleet of over 30 vessels has already been engaged at Portland, Oregon, for the new crop, with loading dates running from August to January.

Harbormaster Vissel's report for the month of June shows that Tacoma, Wash., exported abroad and to San Francisco 169,144 bushels of wheat, valued at \$157,870, and 20,280 barrels of flour, valued at \$93,781.

There are few sailing ships that can carry 5,000 tons of cargo, and nearly all of them are in the California wheat trade. In 11 years sixteen 5,000-ton cargoes have been cleared from San Francisco in 12 different vessels.

During the week ending June 18 the Erie Canal grain shipments amounted to 1,170,000 bushels, which was about twice the amount carried by the competing railroads. This is the best record the canal has made in a long time.

A fire occurred recently on the Canada-Atlantic Transit Company's steamer German, while en route to Parry Sound, damaging 30,000 bushels of corn. This was sold at 25 cents a bushel to a Montreal starch factory, leaving a loss to the underwriters of about \$5,000.

Since the opening of navigation the question of opening the Canadian canals on Sunday has been before the Dominion Department of Railways and Canals. A decision has just been rendered, which is a sort of compromise. It permits the locks to be operated before 6 a. m. and after 9 p. m.

Now that Hawaii has come under the stars and stripes it is interesting to note that during 1897 80.72 per cent of its business with the United States was carried in American vessels. This is nearly four times as great as the best showing made in the carrying trade with any other country.

The first experiment in electric canal traction was made in New York, but Ohio will probably be the first to put electricity to practical use for this purpose. A motor line will be built on the banks of the Miami and Erie Canal, upon which a car operated through a trolley line will run and draw the canal boats.

The Galops Canal, extending from the town of Iroquois to the head of the Galops Rapids, a distance of about 6 miles, is being enlarged. A new lock is being built at Iroquois, and it is designed to have it so far completed by the opening of navigation on the St. Lawrence in 1899 that vessels of 15 feet draft can pass through.

The recent record-breaking cargo loaded at South Chicago by the steamer W. R. Linn was left far behind on June 13 by the steamer Superior City. This vessel has 13 hatches and on the above date, at South Chicago, she was loaded with 266,560 bushels of corn in seven hours, thus exceeding the best previous record by 34,550 bushels.

The president of the Nicaragua Canal Commission, although the work of that body has not been completed, stated recently before a Senate committee that the plan for a canal along the proposed route was entirely feasible. He estimated that it could be built for \$125,000,000, and that by modifying the plans this amount might be reduced.

The fortieth annual report of the New York Chamber of Commerce, issued last month, contains this recommendation: "The deepening of the channels into this harbor and the improvement of the conditions governing the grain trade with the great West, such as better terminal facilities, cheaper dockage, storage, lighterage, etc., at this end, and later perhaps a ship canal, are considered very desirable."

Philadelphians are inclined to believe that the deepening of channels and other improvements now being made by the national government will restore some of her former importance as an export point. If "coming events cast their shadows before," then they must have some foundation for their belief as the increase in corn exports for 1897 over 1896 was 185 per cent; oats, 440 per cent, and flour, 25 per cent.

The report of the Lake Superior traffic in 1897 shows some interesting facts. Since the day of big ships and deep channels the average freight rate has been close around 1 mill per ton per mile but in 1897 it dropped to 0.83 mill. The tonnage of the Canadian marine also went down from 5 to 8 per cent of the whole to 2.5 per cent. In 1897 there were 8 vessels in the 6,000-ton class, which this year will be increased to 15 or 20 ships, and several 7,000-ton ships will make their appearance.

The Canal Commission of New York State has closed its investigations of the canal improvements. The State Engineer estimates that in addition to the \$9,000,000 now being spent, \$7,000,000 more will be required to complete the work. J. Nelson Tubbs, who has had 20 years' experience as an engineer on the canals, says that \$12,000,000 more will be required to put the canals "in a tolerably good con-

dition." Thus the question confronting the politicians in the coming campaign is whether they can go before the taxpayers demanding this large additional sum.

During the greater part of June the lake freight rate on corn from Chicago to Buffalo stood at $\frac{3}{4}$ cent per bushel. This is equivalent to $\frac{1}{8}$ of a cent for wheat and $\frac{1}{2}$ of a cent for oats. On June 29 the rate on corn went down to $\frac{1}{2}$ of a cent, which is the cheapest rate known for years. Even at this low rate there is little demand for carriers, and vessels are tying up to await more favorable conditions. The situation will probably show but little improvement until the new crop begins to move. A Buffalo vesselman figures out the lack of profits to the vessel owners in the current rates as follows: "Say 100,000 bushels at $\frac{3}{4}$ cent equals \$750 gross earnings. Disbursements—Trimming, \$75; shoveling, \$310; fuel bill, \$150; wages, \$150; total, \$685; balance, \$65, to meet insurance on hull and freight, tug bills, engineer and deck supplies, provisions, etc., not to mention address fees, used to facilitate the handling of ship and cargo, the master's incidentals, including car fares, and the greater or less expenditure each trip for up-keep." Just 25 years ago, 22 cents per bushel was paid for the same haul. At the above lake rate $\frac{3}{4}$ cents takes a bushel of corn from Chicago to the seaboard. The Buffalo elevators get $\frac{1}{2}$ of a cent, the canal boatmen $\frac{1}{4}$ cents, and the remaining $\frac{1}{8}$ of a cent goes for insurance. Apparently if any reduction is to be made in this rate it must first be in the canal rate, which may come through broadening and deepening the channels and in the adoption of electrical power.

COMMISSION

Carter & Ryland, grain commission merchants at Richmond, Va., have dissolved.

Francis E. Hadley, a flour and grain exporter at New York City, assigned last month.

D. Block & Co. have succeeded Block, Dean & Co. in the grain commission business at St. Louis, Mo.

Stokes & Co. have succeeded Pressman & Stokes in the grain commission business at Baltimore, Md.

The grain commission firm of C. A. Whyland & Co. at Chicago has recently incorporated under the same name.

Norton & Switzer have succeeded Norton & Worthington in the grain commission business at Chicago. Mr. Worthington died a few weeks ago.

A bucket shop at Mason City, Iowa, said to be operated by Herring & Co. of Chicago, announced recently that its doors would be closed until next September.

The North American Grain & Stock Exchange at Chicago has been licensed to incorporate with a capital stock of \$50,000. The incorporators are John J. McGuire, H. Halliday, and E. F. Bogart.

The Shaw & Truesdell Co. of Brooklyn, N. Y., has been incorporated by Wm. E. Truesdell, F. H. Warlow and others, to conduct a commission and jobbing business in grain, hay, straw, etc. The capital is \$40,000.

The Dayton-Wooster Grain Co. of St. Louis, Mo., has been incorporated with a capital stock of \$10,000. The stockholders are, Reuben L. Wooster, Chas. S. Dayton and Morris H. Maxon. This company succeeds the Dayton Grain Co.

The grain commission firm of A. J. Ellair & Co. at Detroit, Mich., has been dissolved. Alex J. Ellair has associated himself with John Hornung, while a second firm was formed by W. M. Boomer, formerly of the first named firm, and John Croydon, who was connected with Caghey & Carron for a number of years.

F. J. Odendahl & Son of New Orleans, and the members of the firm individually, made an assignment on July 5 in favor of their creditors. They had been in the grain export business for about two years, but claim that high freights, due to the war, and other causes, compelled the assignment. The liabilities of the firm are given as \$161,732.16 and the assets \$126,362.17.

John L. Rodgers, the secretary and treasurer of the Smith-Gambrill Co. at Baltimore, Md., has withdrawn from that company and engaged in the export grain business under the firm name of John L. Rodgers & Co., J. Thomas Arthur, late of the E. B. White Grain Co. of St. Louis, being his partner. E. F. Richards is now secretary of the Smith-Gambrill Co. and W. M. Smith treasurer.

The Chamber of Commerce of Baltimore, Md., is congratulating itself over the large increase in the receipts and exports of grain and flour for the six months just ended over the corresponding period last year.

The EXCHANGES

The Cincinnati Chamber of Commerce will send 10 delegates to the National Hay Association convention at Buffalo, on August 9-11.

On June 30 the attorney for the Chicago Board of Trade announced that under the new revenue law everybody on the Board would have to pay, by stamps, 1 cent per \$100 on everything sold on the exchange, and that there was no escaping it.

The annual election of the New York Produce Exchange resulted in the selection of the following officers for the coming year: President, Frank Brainard; vice-president, Elliot T. Barrows; treasurer, E. C. Rice; managers, to serve two years, H. Barber, Joseph S. Thayer, J. W. Ahles, Samuel Taylor Jr., D. D. Allerton and John Vallant.

The members of the Toledo Produce Exchange have published notice that shippers must pay the regular inspection fees on all grain, whether bought by sample or on regular Toledo grades, and they have agreed that in no form or manner shall any inspection fees be rebated to the shipper. Bids will be good for acceptance there only until 9 a. m. the following business day.

Among the committees appointed by the newly elected directors of the Pittsburg Grain and Flour Exchange are the following: Grain, J. W. Smith, Robert Thorne, G. W. C. Johnston; hay, William Henry, J. A. Moore, J. Steinemagel; flour, F. W. Schomaker, S. C. McMaster, D. Whitmyre; scales and weighing, Robert Thorne, W. S. Floyd, W. A. McCaffrey, W. N. Gordon, S. Walton.

President Vance of the Milwaukee Chamber of Commerce has appointed E. P. Bacon, Robert Eliot and Capt. F. H. Magdeburg a committee to go before the Interstate Commerce Commission with the question of compelling the railroads which have thus far ignored the orders relative to equitable grain rates to Milwaukee from Western territory to appear and show cause for such conduct.

The Chicago Board of Trade authorities have settled upon the way that the stamp tax on sales of produce is to be paid. The check slips are not to be stamped, but when they are returned and errors corrected, then a memorandum is to be made of any sales made, the amounts extended and the stamps affixed. This will be done each morning after the check slips are collected from the clearing-house. Secretary Stone has prepared a form of memorandum of sale suitable for the use of members, which, if they choose to use them, will result in uniformity.

The first meeting of the new Board of Directors of the Richmond (Va.) Grain and Cotton Exchange was held July 6. The secretary's report showed the present membership to be 66, a gain of 5 for the year. A total of 2,920,482 bushels of grain were received during the year, an increase of 176,278 bushels over the previous year. The first new wheat was offered on June 30, and sold for 80 cents a bushel. The newly appointed grain committee consists of F. H. Deane, S. R. Gates, W. R. Johnston, C. L. Todd, S. T. Beveridge, R. A. Justis and John F. Jacob.

At the recent annual meeting of the Pittsburg Grain and Flour Exchange the report of Treasurer Robert Thorne showed the exchange to be in a prosperous condition. The report of Superintendent O. C. Alexander showed that during the year there had been received 3,054 cars of flour, against 2,963 cars for 1897; wheat, 1,598, against 1,420 cars; corn, 2,739, compared with 2,477 for corresponding period of last year; oats, 3,772, against 3,405 cars; rye, 512, against 101 cars; feed, 1,084 cars, against 1,160 for last year; hay, 6,118 cars, against 6,589 cars; straw, 359 cars, against 426 cars for 1897. The average receipts for this year were 63 cars of all kinds each day.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

E. H. Reynolds, Sterling, Ill.
C. H. Adams, of E. H. Pease Mfg. Co., Racine, Wis.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
H. M. Bragg, traveling representative Illinois Grain Dealers' Association, Decatur, Ill.
Arthur H. Parnall, New York, representing Broomhall's Corn Trade News, Liverpool, England.

The supplies of flour and wheat in the United States and Canada on July 1 were equal to 27,424,000 bushels, against 38,440,000 bushels in July 1 last year. The supplies on June 1 were equal to 42,645,000 bushels, showing a falling off of 15,221,000 bushels for July.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger.]

Evidence Against Elevator Company as to Purchase of Wheat.

An effort was made, in the case of Kelly against the Cargill Elevator Company, to get a judgment against the company reversed, on the ground that incompetent evidence had been admitted over its objection. The action was for the conversion of wheat sold to the company by a third party, who had stolen it from the granary of the party who brought the action and got the judgment referred to. That some wheat was purchased by the company, through its agent, of that third party, was undisputed, but the only evidence of the exact number of bushels and the grade thereof was the alleged incompetent testimony of the party suing, who testified under objection that when he had called on the agent for information he looked at the entries in the stubs in the latter's possession and found that the company's purchase was 548 bushels of No. 1 Northern wheat for 80 cents a bushel. The elevator company contended that the wheat tickets were the best evidence, and that the stubs were only secondary evidence, and that it was error to permit verbal evidence of the contents of these to be adduced. But the Supreme Court of North Dakota declares that it cannot see how that could be said to be incompetent, the company having failed to produce on the trial its books and entries relating to the transaction, when duly notified to do so.

In other words, the Supreme Court holds, 75 Northwestern Reporter, 264, that it is competent in an action for the conversion of wheat by an elevator company to prove the contents of entries, showing amount of grain purchased, the grade, price, and persons from whom purchased, made by the agent of the company at the time of the transaction in the stubs of wheat tickets kept by the company for that purpose, such entries being the ones from which the agent made up his report to the home office, it appearing that the original entries themselves have been destroyed by the company.

The Supreme Court also lays some stress upon the fact that the entries in the stubs were first made out, and that the wheat tickets were copied from them, and that a wheat ticket differs from a stub in that the ticket embodies a contract between the warehouseman and the depositor of the grain, and is not an ordinary book entry, made by the depositor for its own convenience, while the entry in a stub is of the nature of a written declaration made by an individual against his own interest.

Elevators Were Not Capital Invested in Enterprise.

A contract entered into between the owners of certain elevators and a second party provided that the former should furnish free the use of their said elevators, fully equipped and ready for use, to the latter party, who, in consideration thereof, was to furnish his entire time and a certain amount of capital, to carry on and properly handle the grain business at the points where those elevators were located, the net profits arising from the purchase and sale of grain to be declared on the first day of August in each year, and the amount so found to be equally divided between the original owners of the elevators and the party of the second part, the taxes on the elevators to be paid by the former, but the taxes and insurance on grain to be a part of the running expenses of the business.

Against the contention of the so-called party of the second part, who insisted that the elevators were contributed by the owners as their share of the capital stock of the firm averred to have been formed with him, the Supreme Court of Nebraska holds, Murphy against N. H. Warren & Co., 75 Northwestern Reporter, 573, that the district court was correct in its construction of the contract in question to the effect that the elevators remained the property of the original owners; that they did not contribute those elevators as capital to the enterprise in which they embarked with the party of the second part; and that what they did do in that respect was to contribute the use of the elevators to that enterprise.

Furthermore, while the second party might have a cause of action against the owners of the elevators for money expended for their use in repairing their elevators, the Supreme Court holds that the mere existence of such cause of action did not invest him with a lien, or the right to one, upon their property. If, in pursuance of a contract, express or implied, he furnished labor or material for the repair of their elevators, then, upon compliance with the mechanic's lien statutes of the state, he might acquire a lien against the interest which they had in the elevators at the time he began the furnishing of such labor or material under his contract. But if he and they were copartners; if they or the copartnership became indebted to him

on account of the copartnership—that of itself would not invest him with a lien upon their individual property, although the use of such property was part of the capital of the copartnership.

Where two men are partners, and one is indebted to the other on copartnership transactions, the creditor has no lien, because of such partnership relation, upon his debtor's individual property, is the abstract principle of law here last decided.

WAREHOUSEMEN DEALING IN GRAIN.

Following is the decision of the Supreme Court of Illinois rendered on June 20, in the application for an injunction restraining Chicago public elevator men from dealing in grain in public warehouses controlled by them. Judge Cartwright delivered the court's opinion as follows:

Appellants in these nine cases were defendants in the Circuit Court of Cook County to informations in equity filed by the Attorney General against them as licensed proprietors of warehouses of Class A in Chicago, or stockholders of corporations so licensed. The informations made the same general allegations in each case: That defendants had stored grain owned by themselves in the particular warehouse of which they were proprietors; that not less than three-fourths of all the grain received in the public warehouses in Chicago was owned by the warehousemen; that the grades for inspection of grain were such that the grain of each grade was not of the same quality, but that separate carloads of different quality and value were graded in the same grade; that by reason of advantages of the defendants, as owners of warehouses, in mixing and manipulating grain and rebating storage charges and otherwise, they had been enabled to drive out competition and hold and enjoy the privilege of buying grain free from competition, and that such storing of grain was unlawful and injurious to the public. All the informations prayed for the same relief—a perpetual injunction to restrain defendants, as warehousemen, from storing grain in their own warehouses. The answers admitted, in each case, that defendants were operating public warehouses of Class A, in which grain was stored in Chicago, and that they had stored grain owned by them in their own warehouses, and claimed the right to do so. The answers also set up a general custom of thirty years' standing, under which the proprietors of public warehouses were accustomed to store their own grain and mix it with the grain of their customers, and also that the warehouse commissioners had construed the act of 1871 as permitting that custom, and that such purchases of grain and such custom had a beneficial effect upon producers, shippers of grain and dealers in grain throughout Illinois and the Northwest. A great amount of evidence was taken, and a decree was entered in each case granting the relief prayed for. Where the defendant was a corporation, the stockholders were enjoined from storing their own grain in the elevators of their own corporations. These appeals were prosecuted from the decrees so entered. The cases were argued together and were all submitted upon the same briefs and arguments.

It is contended that a court of equity has no jurisdiction in a case of this character, and, especially, because by the provisions of the Warehouse act the license is made revocable for any violation of law, so that the statute affords a sufficient remedy for any illegal act by the licensee. This objection was not made by the answers, and the fact that the statute provides an efficient remedy for a violation of duty by a warehouseman and licensee cannot be raised for the first time in this court if the case is one in which a court of equity might, under any circumstances, obtain jurisdiction. There are subjects which cannot be brought before a court of chancery, even by consent of the parties; but if a defendant makes no objection to a hearing of the cause, and participates in it, he must be regarded as consenting to the jurisdiction, and if the subject matter is such that jurisdiction can be conferred in that way he will not be heard to complain of the want of it. In such a case, if a defendant goes to a hearing without objection he cannot, in case of defeat, make the objection here. Clearly, this is such a case. The relief sought by the information, and the subject matter, are neither of them foreign to equity jurisdiction. The constitution declares that warehouses such as defendants are licensed to carry on are public warehouses, and that it shall be the duty of the General Assembly to pass all necessary laws to give full effect to that article of the constitution, which shall be liberally construed to protect producers and shippers. In compliance with the requirements of the constitution the Warehouse act of 1871 was enacted, by which defendants were permitted to exercise the business of public warehousemen and to conduct such public warehouses. They procured their licenses, and thereby voluntarily submitted their property to the law. The right of the state to control them in that business is conceded, and the right of the state, through its Attorney General, to restrain them in the use of their public warehouses within the limitations of the law and to prevent resulting public injury is not foreign to the powers or jurisdiction of a court of equity. Defendants could not operate their warehouses and devote them to such uses without a license and the giving of a bond to faithfully comply with the law. The Attorney General alleged injury to the public from violations of the laws governing them and their warehouses, and this authorizes the court of equity to protect the public right—at least where there is no objection that the law furnished an adequate remedy.

It is a firmly established rule that where one person occupies a relation in which he owes a duty to another he shall not place himself in any position which will expose him to temptation of acting contrary to that duty or bring his interest in conflict with his duty. This rule applies to every person who stands in such a situation that he owes a duty to another, and courts of equity have never fettered themselves by defining particular

relations to which alone it will be applied. They have applied it to agents, partners, guardians, executors, administrators, directors and managing officers of corporations, as well as to trustees, but have never fixed or defined its limits. The rule is founded upon the plain consideration that the one charged with duty shall act with regard to the discharge of that duty, and he will not be permitted to expose himself to temptation or be brought into a situation where his personal interests conflict with his duty. Courts of equity have never allowed a person occupying such a relation to undertake the service of two whose interests are in conflict, and then endeavor to see that he does not violate his duty, but forbids such a course of dealing irrespective of his good faith or bad faith. If the duty of the defendants as public warehousemen stands in opposition to personal interest as buyers and dealers in grain, storing the same in their own warehouses, then the law interposes a preventive check against any temptation to act from personal interest by prohibiting them from occupying any such position.

The public warehouses established under the law are public agencies, and the defendants, as licensees, pursue a public employment. It is clothed with a duty toward the public. The evidence shows that the defendants, as public warehousemen storing grain in their own warehouses, are enabled to, and do, overbid legitimate grain dealers by exacting from them the established rate for storage while they give up a part of the storage charges when they buy or sell for themselves. By this practice of buying and selling through their own elevators the position of equality between them and the public whom they are bound to serve is destroyed, and by the advantage of their position they are enabled to crush out, and have nearly crushed out, competition in the largest grain market of the world. The result is that the warehousemen own three-fourths of all the grain stored in the public warehouses of Chicago, and upon some of the railroads the only buyers of grain are the warehousemen on that line. The grades established for different qualities of grain are such that the grain is not exactly the same quality in each grade, and the difference in market price in different qualities of the same grade varies from two cents per bushel in the better grades to fifteen cents in the lower grades. The great bulk of grain is brought by rail and in carloads and is inspected on the tracks, and the duty of the warehousemen is to mix the carloads of grain as they come. Such indiscriminate mixing gives an average quality of grain to all holders of warehouse receipts. Where the warehouseman is a buyer the manipulation of the grain may result in personal advantage to him. Not only is this so, but the warehouse proprietors often overbid other dealers as much as a quarter of a cent a bushel and immediately resell the same to a private buyer at a quarter of a cent less than they paid, exacting storage which more than balances their loss. In this way they use their business as warehousemen to drive out competition with them as buyers. It would be idle to expect a warehouseman to perform his duty to the public as an impartial holder of the grain of the different proprietors if he is permitted to occupy a position where his self-interest is at variance with his duty. In exercising the public employment for which he is licensed he cannot be permitted to use the advantage of his position to crush out competition and to combine in establishing a monopoly by which a great accumulation of grain is in the hands of the warehousemen, liable to be suddenly thrown upon the market whenever they, as speculators, see profit in such course. The defendants are large dealers in futures on the Chicago Board of Trade, and together hold an enormous supply of grain ready to aid their opportunities as speculators. The warehouseman issues his own warehouse receipt to himself. As public warehouseman he gives a receipt to himself as individual, and is enabled to use his own receipts for the purpose of trade and to build up a monopoly and destroy competition. That this course of dealing is inconsistent with the full and impartial performance of his duty to the public seems clear. The defendants answer that the practice had a beneficial effect upon producers and shippers, and naturally were able to prove that when, by reason of their advantages, they were overbidding other dealers there was benefit to sellers, but there was an entire failure to show that in the general average there was any public good to producers or shippers.

The answers also set up, and it is claimed here, that there was, at the time of the passage of the Warehouse act, a general custom of warehousemen to deal in grain and to store it in their warehouses, and that the law was passed with reference to that existing custom. The evidence fails to establish any such custom. The amount so bought and stored or dealt in up to the year 1885 was trifling, and the first time when there was any material increase was in 1890. Many witnesses who would have known if such a practice or usage existed united in denying all knowledge of it, and many of them testified that they never knew or heard of any elevator owner buying or selling grain prior to 1885. There was no such custom.

Finally, it is claimed that there has been a practical construction of the law by the Warehouse Commissioners, permitting the practice complained of. There was a little buying and storing of grain by warehousemen from time to time, but it was so insignificant as to call no attention to it until in recent years. It is said, however, that since the practice became common the Warehouse Commissioners, charged with the administration and enforcement of the law, did not question the legality of the practice. There was nothing in the nature of affirmative construction, and the most that can be said is, that the Warehouse Commissioners failed to appeal to the Attorney General to institute a suit and failed to prosecute the offenders. That fact does not amount to practical construction. If the Commissioners were derelict it would not bind the public, and indifference on their part could not have that effect.

Neither are the public barred by laches. The stockholders who were made defendants occupy such a relation to their corporations that they cannot be permitted to use the property which they have devoted to public use to carry on their individual business with substantially the same effect and the same deleterious result to the public interest as if done by the corporation.

The decree of the Circuit Court is affirmed.

PRESS COMMENT

TAX BEARS HARD IN SPOTS.

While members of commercial organizations are willing to assist the government as much as possible at the present time, and are disposed to pay an equitable proportion of the war debts of the country, they regard the present law as a little one-sided in its operations. It is not equitable that the cereals of the West should be taxed every time they are sold and delivered, while a specific tax is placed on tobacco and some other articles which holds good until they reach the consumer.—Chicago Daily Trade Bulletin.

HOW IT SEEMS AT DECATUR.

The court in its decisions goes so far as to say that the practice of the elevator men is against public policy. While it is doubtful that the court would go to the extent of saying that it, and not the Legislature, is the proper judge of what is public policy, and hence refuse to set aside the law complained of, there is yet in the decision of the court a direct statement to the Legislature that the law is a bad one. This ought to have a tremendous influence when the question of repealing that law comes up.—Decatur Review.

THE GERMAN ANTI-OPTION LAW.

While the law has perhaps not been actually in force long enough to determine its permanent effect, the German farmers are plainly not enthusiastic over the outcome. The claim is made that dealings in futures are still carried on by brokers in Berlin, but that nobody but brokers can learn of the terms of sale. It is feared by the farmers, however, that they are selling their wheat at too low prices; but as Berlin quotations are no longer published, being practically prohibited by the law against dealing in "futures," the farmers are unable to know what is a fair price for their grain under existing conditions. Consequently their distrust of the Berlin dealers has been increased rather than decreased since the new law went into effect.—Boston Herald.

THE WAREHOUSE DECISION.

The passage of the law enabling elevator men to store their own grain in the same elevators where the grain owned by other people is kept is not the last word in the famous dispute. The Supreme Court of Illinois has rendered a decision in a case brought by Attorney-General Moloney two or three years ago, declaring that this practice is unlawful and against public policy. It would seem, however, that this decision will be practically inoperative, inasmuch as the law which was passed since the case of the attorney-general was brought was not involved in the decision just rendered. The opinion of the Supreme Court being thus made clear, however, the anti-elevator interest will naturally make up a case for the purpose of having the law declared unconstitutional. We may, therefore, look for a continuance of the fight between these two parties on the Board of Trade.—The Economist.

FAITH IN THE STEEL ELEVATOR.

The Buffalo steel elevator has decreased the cost of handling wheat $\frac{1}{2}$ cent per bushel, according to J. J. Hill. It cost less in actual handling and insurance is much less, being one per cent for five years as against two per cent on old wooden elevators. The Hill elevator will revolutionize the business and all the great elevators of the future will be constructed of steel. Since the construction of Hill's elevator transfer rates have been materially reduced. Elevators are transferring grain for $\frac{1}{8}$ of a cent, and it has been reported that some Buffalo houses have offered to transfer grain for the rest of the season at that rate. To this elevator the destruction of the Buffalo elevator pool is described. The pool held power for many years, but it is believed now that it will never be revived.—Marine Record.

MONTREAL'S LACK OF ELEVATING FACILITIES.

Never before was an improvement and increase in our elevating facilities more absolutely required than at present in the interests of our grain men, shippers and vessel owners, who have to bear the burden of the charges. That the elevating plants at this port are far too limited for the quantity of grain seeking storage and an outlet here cannot be gainsaid, and it is to be hoped that our repeated articles will have the desired effect in providing the necessary facilities for handling more expeditiously the immense volume of grain already flowing toward Montreal, and in view of the largely increased trade of the future. Other ports are recognizing the advantages of proper elevating power, and are splurging ahead in constructing the most modern elevating appliances. Montreal must

wake up in this respect or her rivals will be tapping her trade and diverting the grain fleets of the St. Lawrence to more favorable maritime outlets.—Montreal Trade Bulletin.

ADVICE TO KANSAS FARMERS.

It is impossible, in view of all the circumstances surrounding the market, to give a definite answer to the question, which many Kansas farmers are now asking, as to the best time to sell. The advice of the Kansas Farmer is to make a close study of the situation throughout the world, to remember that the crop of a county or state can have but little influence on the world's markets, and that the world requires more bread each year than it consumed the year before.—Kansas Farmer.

Items from Abroad

Riots have occurred in China owing to scarcity of rice.

Prospects for wheat in Russia are said to be excellent, owing to recent fine weather.

Terrific storms are said to have inflicted damage on the wheat crop of Hungary at a critical time.

Harvesting has begun in Roumania and the Danubian states, and the crops are said to be good.

The shipments of corn from Argentina from January 1 up to July 1, have been 5,136,000 bushels, against 9,188,000 bushels for the corresponding time last year.

The exports of wheat from the chief ports of Argentina to Europe from January 1 to June 23 amounted to 23,896,000 bushels. Corn, from May 1 to June 23, 3,784,000 bushels.

During the 9 months ending April 30, 1898, Austria-Hungary imported 13,536,800 bushels of corn, against 2,430,400 bushels in the corresponding period of the previous year.

The French wheat duty was restored July 1. M. Vigor, who is understood to be slated for the next ministry as Secretary of Agriculture, is understood to be uncompromisingly in favor of duties on wheat.

The Italian Senate voted June 28 to restore the duties on wheat after July 1, making it 5 lire per 100 kilos until July 15, when the old duty of $7\frac{1}{2}$ lire per 100 kilos is restored. This amounts to about 33 cents per bushel.

The Liverpool Corn Trade News in a recent issue estimates the stock of wheat in importing and exporting centers Aug. 1, 1898, at 111,000,000 bushels, 154,000,000 bushels less than the average of the last four years.

The final report on the wheat crop in the Bombay Presidency places the acreage at 2,462,000, as against 1,421,648 acres last year. The yield of the 1898 crop was nearly twice that of 1896-97, and nearly an average crop.

The total shipments of wheat from the three principal ports of India to England and the continent from April 1 to June 25 amounted to 20,760,000 bushels, compared with 48,000 bushels in the same period of 1897, and 2,304,000 bushels in 1896.

From Aug. 1, 1897, to May 1, 1898, Germany imported 31,740,800 bushels of wheat, against 38,644,000 bushels for the corresponding period of the previous year. Rye, 22,083,200, against 25,300,000 bushels. Corn, 35,792,800, against 30,760,000 bushels.

From Aug. 1, 1897, to June 18, the exports of wheat from Russia amounted to 120,182,400 bushels, compared with 100,181,600 in the same period of the previous year. Rye, 40,233,600 bushels, against 32,304,800 bushels. Corn, 13,734,400 bushels, against 2,791,200 bushels.

J. A. Robinson of Kansas City, who spent several months in Europe, said on his return: "The foreigners will be good buyers of American grain this year. They think we were very foolish for putting prices down so sharply after the Leiter collapse, although a moderate decline was in order."

Austria-Hungary from Aug. 1, 1897, to May 1, 1898, imported 9,408,800 bushels of wheat, against 273,600 bushels during the corresponding period of the previous season. Wheat was also imported in bond and exported as flour to the extent of 6,501,200 bushels, against 3,287,200 bushels the previous season.

Flax in India is grown exclusively for the seed. United States Consul Patterson of Calcutta, commenting on this fact, said: "It is no proof that a plant can be made to yield fiber because it can be grown in a country. Flax, hemp and China grass are admirable examples of this fact. The possible area of fiber production of any one of these in India is extremely narrow. No flaxseed is exported from India."

PERSONAL

S. Z. Waltz has charge of the Eau Claire Elevator at Maple Grove, Mich., again this season.

H. A. Foss has been appointed weighmaster by the directors of the Chicago Board of Trade.

E. T. Trickle will assist Thomas Ogden in the conduct of his grain and coal business at Rantoul, Ill., which he recently purchased of Coon Bros.

William Hayton, formerly of the firm of Pierson & Hayton, Pierson, Iowa, has purchased a half interest in the Robertson Elevator at Washta, Iowa.

F. Franz Arnold of Hamburg, a prominent grain, flour and feed dealer of Germany, is visiting those cities of the United States which are conspicuous in his line of trade.

After August 1 Mr. Charles B. Pierce, for 14 years with the Star & Crescent Milling Co., will be connected with Bartlett, Frazier & Co., Chicago, as grain buyer, for which position he is well qualified.

At Cornell, Ill., on June 29, occurred the wedding of Miss Pearl Perry to Mr. Geo. Stokes of Kankakee. After a two weeks' trip on the lakes they will be at home in Kankakee, where the groom is one of the leading grain dealers.

The Dominion grain trade has numbered among its members so distinguished a personage as Premier Greenway. He has just sold his elevator at Crystal City, Manitoba, to the Northern Elevator Co., and extensive repairs are being made on the same.

Philip D. Armour has presented the Armour Institute of Technology, Chicago, with an additional \$500,000 to maintain the school on the largely increased scale to which its operations have come of late. There are now 1,100 students in attendance, a considerably larger number than was planned for originally.

Boards of trade are suffering as much as any other institutions on account of the effects of the war tax on business transactions. It is a fact that the tax has curtailed the volume of business among the members of the various exchanges to a considerable degree. War, of course, is an unusual occurrence and unusual methods of raising revenue for its needs must be resorted to. Board of trade men, however, do not believe that a tax by the government which has a tendency to suppress business is wise, although they are more than willing to do their full share in caring for the expense of the maintenance of the war.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

DRAFTSMEN WANTED.

Wanted, two first-class draftsmen, familiar with designing grain elevators.

WEBSTER MFG. CO., 1075 W. Fifteenth St., Chicago.

TO EXCHANGE.

If you have anything to trade or want a few good farms, will trade for mills or elevator property. Address

S. W. F., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, Box 3, "American Elevator and Grain Trade," Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

WEBSTER BELT CONVEYOR.

For sale, cheap, one Webster 24-inch Belt Conveyor, 120 feet, complete with automatic trip; adapted for handling grain and all other dry materials. For full particulars address

J., Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR FOR SALE OR TRADE.

Will sell, or trade for a good farm, my elevator well supplied with the necessary machinery for shelling, cleaning, grinding and handling all kinds of grain. Located in the heart of the corn belt. Address

W. J., Box 6, "American Elevator and Grain Trade," Chicago, Ill.

HAY WAREHOUSE AND BALER.

For sale, hay warehouse, 100x52 feet; steel roof and siding, located on well improved lot containing baler, engine house, scales, office, etc. Warehouse will hold 1,000 tons baled hay. Good locality and shipping point. Will be sold very reasonable. Address

CENTRAL OHIO BALING CO., Canal Winchester, Ohio.

HALF INTEREST IN PAYING BUSINESS.

\$4,000 will buy half interest in a good paying grain and coal business in Northwestern Iowa. First-class modern elevators, and best crops ever known. Established trade. Want a competent business man to succeed one retiring. No other capital required. Address

IOWA, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

Golf Suits or Swell Clothes

May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lakes and country resorts in Wisconsin. Oconomowoc, Waukesha and Delevan are among the list. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette—with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lake Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

E. R. Ulrich & Sons,

SHIPPERS OF

WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

THE EZEKIEL & BERNHEIM CO.,

General Auctioneers,

Nos. 334, 336, 338 Main Street, - CINCINNATI, OHIO.

AT AUCTION

Thursday, July 21st, 1898,

At 10 o'clock, A. M.,

Upon the Premises at MIDDLETOWN, OHIO, we will offer for sale, to the Highest Bidders, on account of discontinuing business, the entire

Real Estate, Buildings, Outfit, Machinery and Good-Will

—OF—

The Palmer Milling Co.'s 150-Barrel-Capacity Flour Manufacturing Plant,

—CONSISTING OF—

Lot 500 ft. x 110 ft. Three-Story Brick Flour Mill Building with Basement, 40x85 ft. Brick Boiler House, 40x20 ft. One-Story Frame Warehouse, 40x50 ft. New American Turbine Wheel with Iron Flume. 70 Horse-Power Buckeye Engine, Babcock and Wilcox Boiler, Round Reels, Seven Double Stand Rolls, 9x24 and 9x18. Bran Dusters, Purifiers, Aspirator, Dust Collectors, Four Flour Packers, Storing Separator, Rolling Screen, Two Cranston Scourers, 36-inch Corn Stone, Hominy Mill, Corn Sheller, Crusher, Hoppers, Hopper Scale (30 bushel capacity), Howe Wagon Scale (10 ton capacity), Shaftings, Hangers, Pulleys, Belting, and all Machinery, all Chatel, Fixed and Movable, necessary for the operation of a first-class FLOUR MILL and for Handling and Grinding Corn.

Equipped with Electric Light and Dynamo.

Also good-will and private brands: "Crown," "Our Pride," "Fancy A" and "Paragon."

Original Cost Over \$40,000 Cash.

MIDDLETOWN, Butler Co., OHIO, has 12,000 inhabitants, is 35 miles north of Cincinnati, on Big Four R. R., Cincinnati, Hamilton and Dayton R. R., Pennsylvania R. R. and Miami and Erie Canal. Has Three Banks, Seven Large Paper Mills, Three Large Tobacco Factories, and numerous Important Manufacturing Interests.

This is the ONLY Mill in the City and has a Fine Local Cash Trade supplying Twenty-Five Groceries, and also a Well Established Trade throughout Ohio, Virginia, North Carolina and the South.

Shipping facilities are unsurpassed. RAILROAD SWITCH AT THE DOOR.

BUTLER and ADJOINING COUNTIES are renowned for their unusually large crops, and there has always been plenty of wheat offered at the mill to run uninterruptedly throughout the year.

This is a rare chance for a good man to step into a long established business that is operated on a strictly cash basis. Title guaranteed perfect.

TERMS: One-Third (1/3) CASH, Balance in one and two years, with Interest, secured by Mortgage, or ALL CASH at option of purchaser.

An immediate deposit of \$1,000.00 will be required of purchaser to bind bargain at time of sale.

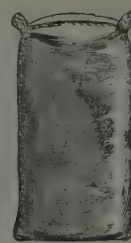
This Deposit will be held by the Auctioneers in Trust for 10 days, until the title can be examined, and if the same is not absolutely perfect, the money will be refunded.

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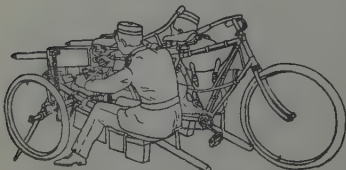
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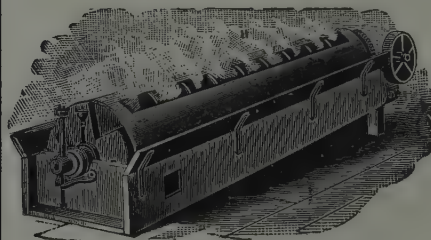


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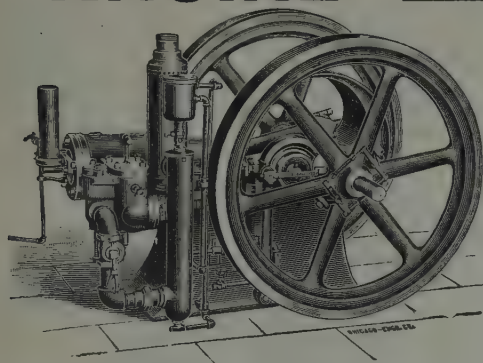
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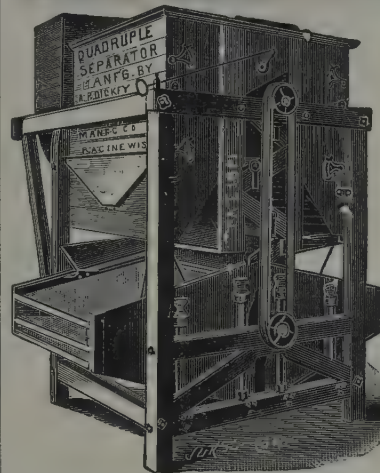


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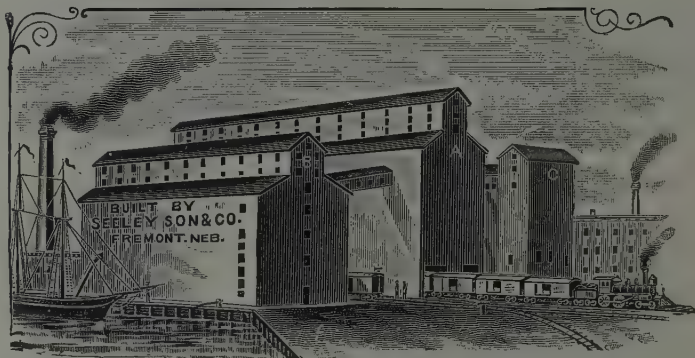
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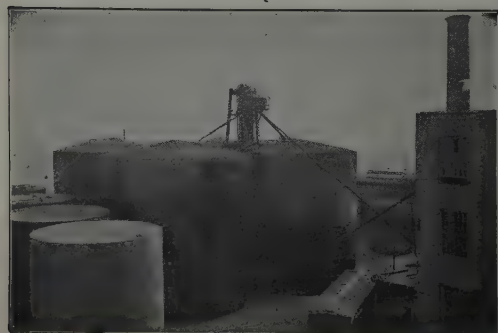
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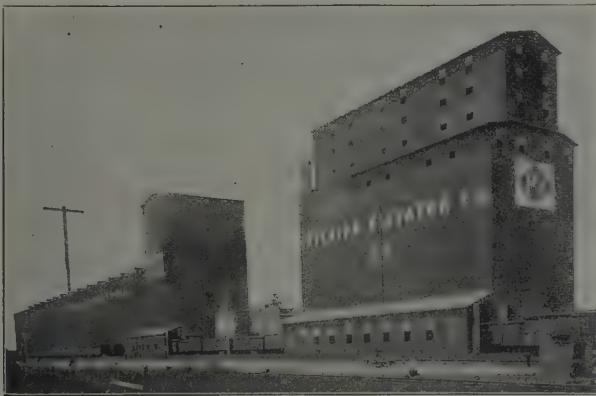
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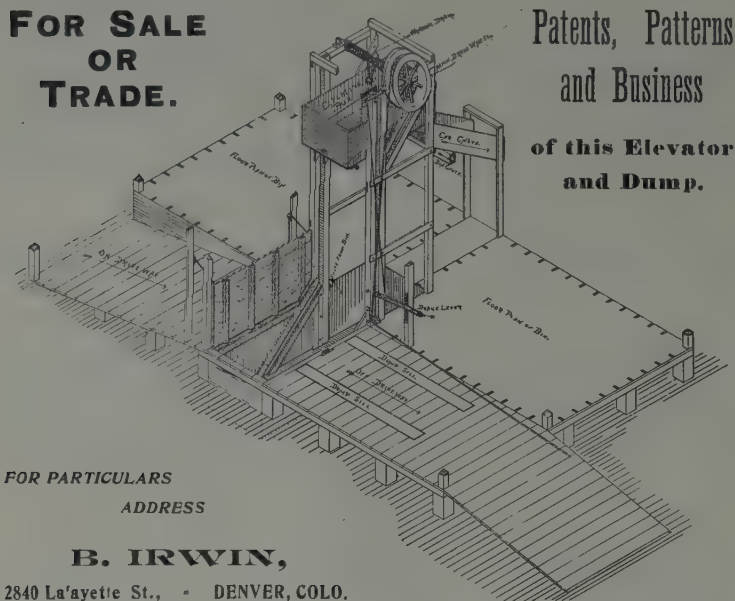
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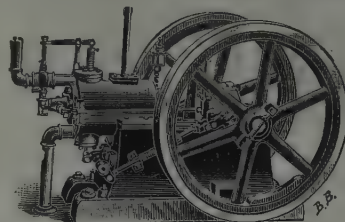


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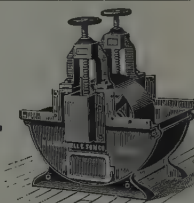
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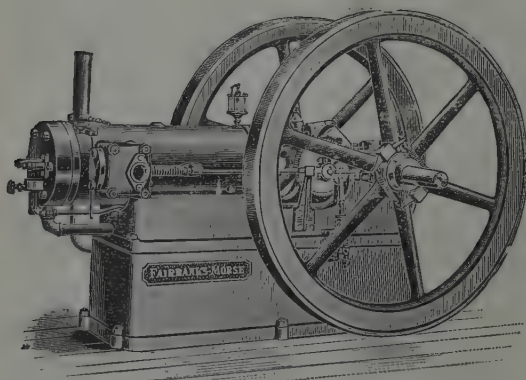
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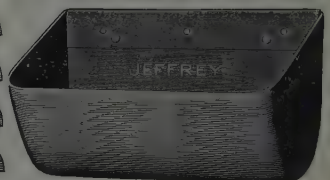
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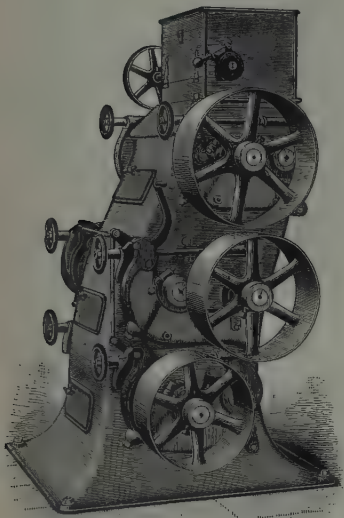
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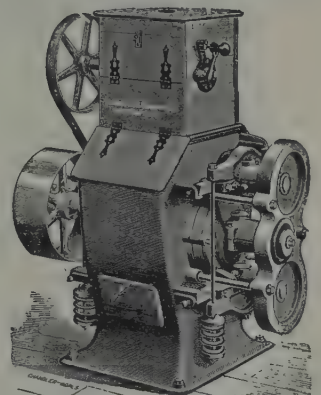


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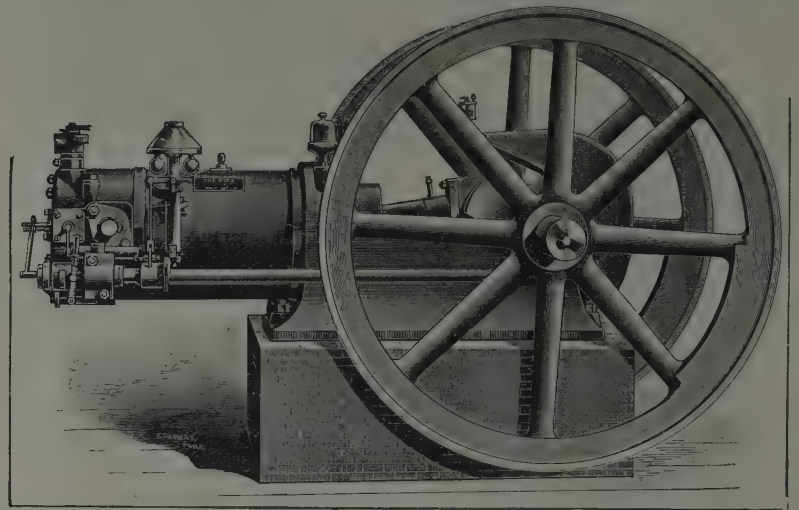
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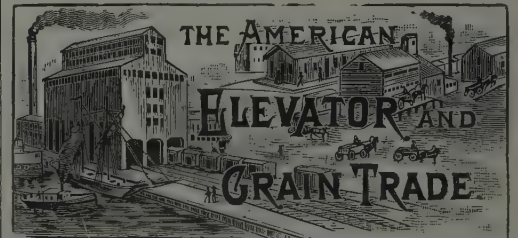
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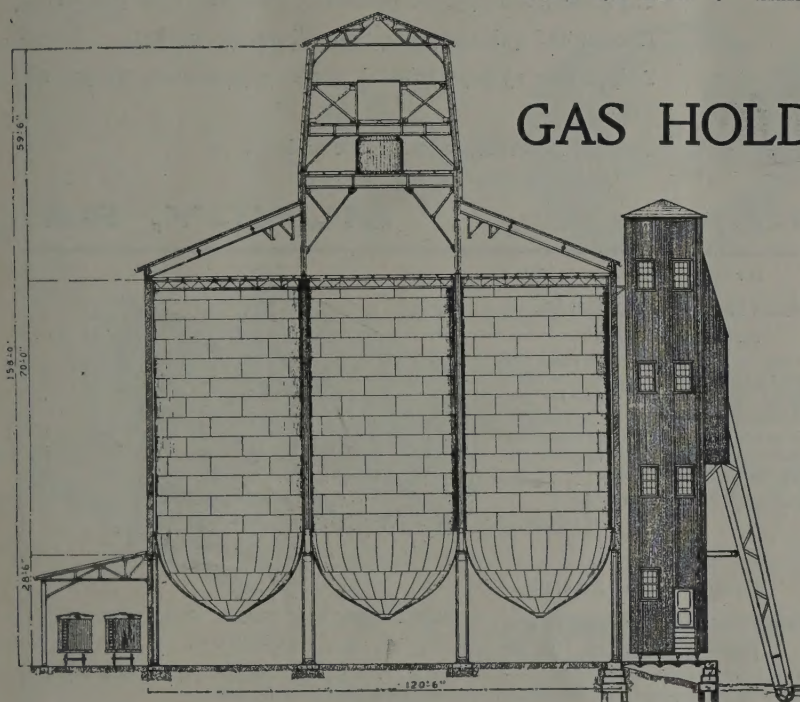
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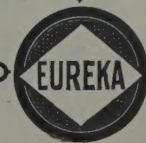


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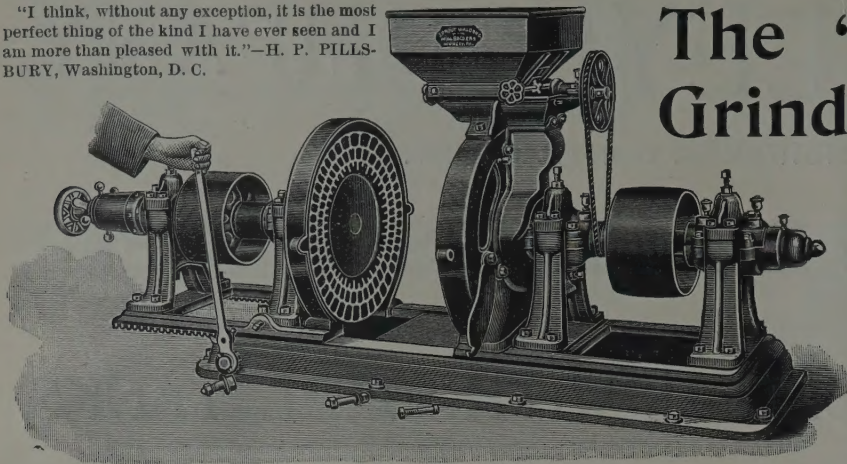
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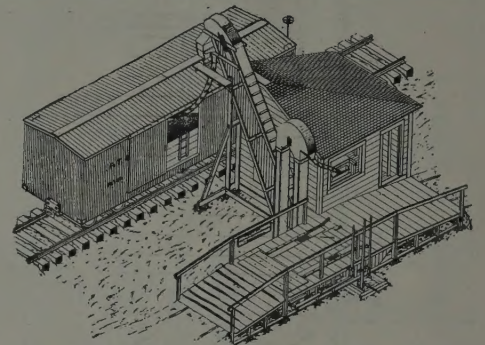
Very truly yours,
E. D. HAMLIN.

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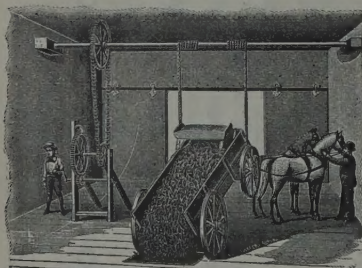
Gentlemen:—Please forward to _____, on U. P. R. R., one Portable Elevator and Dump, with flexible spout. I do not want the cleaner. On receipt will send check for same.

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SMITH'S Automatic Warehouse and Elevator Machinery.

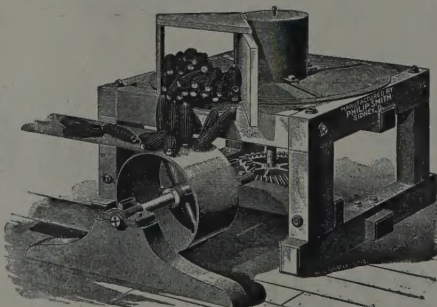


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Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



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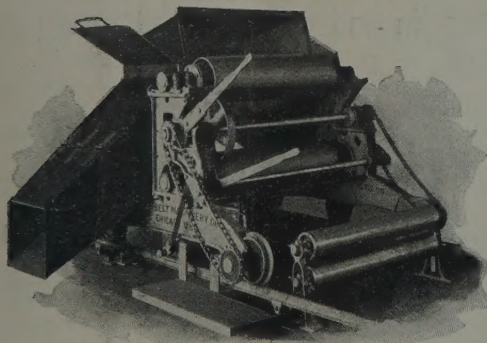
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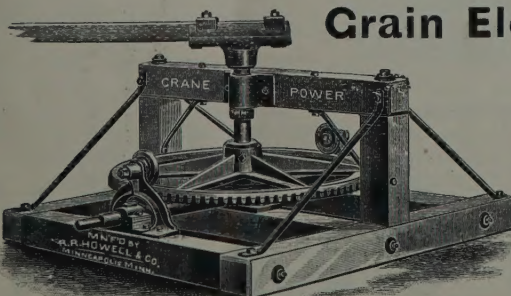
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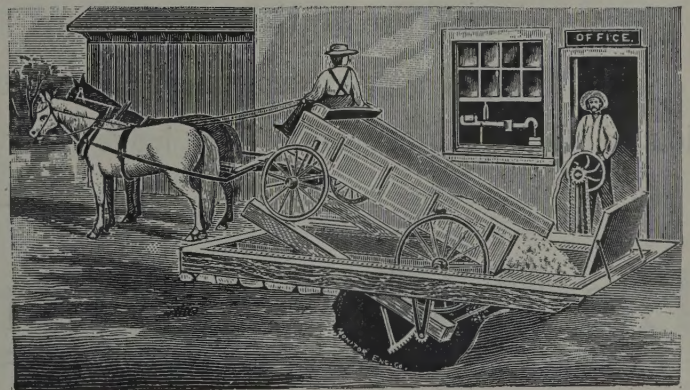
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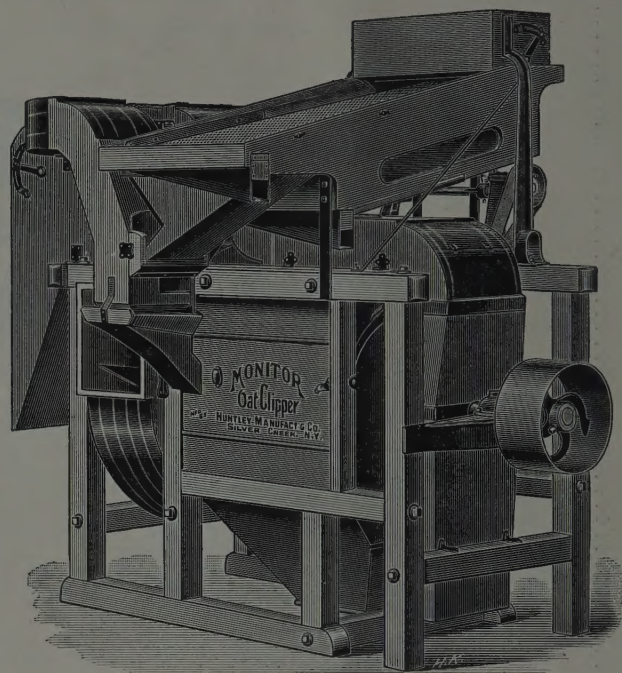
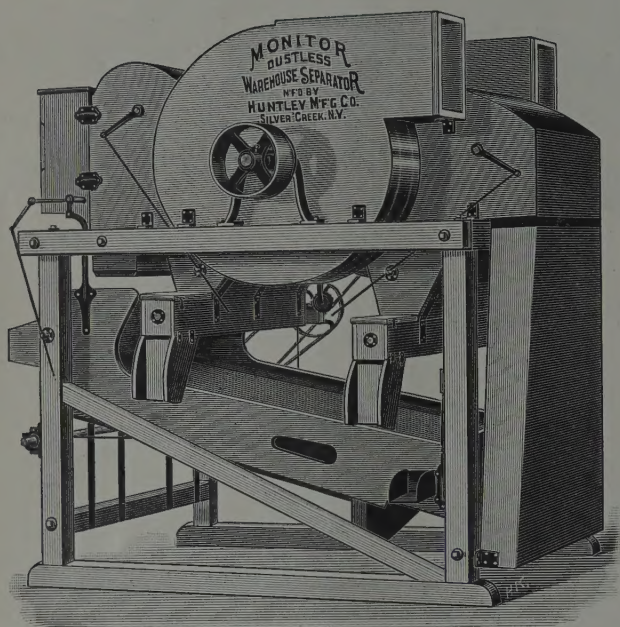
Yours truly,
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